

ALL HANDS

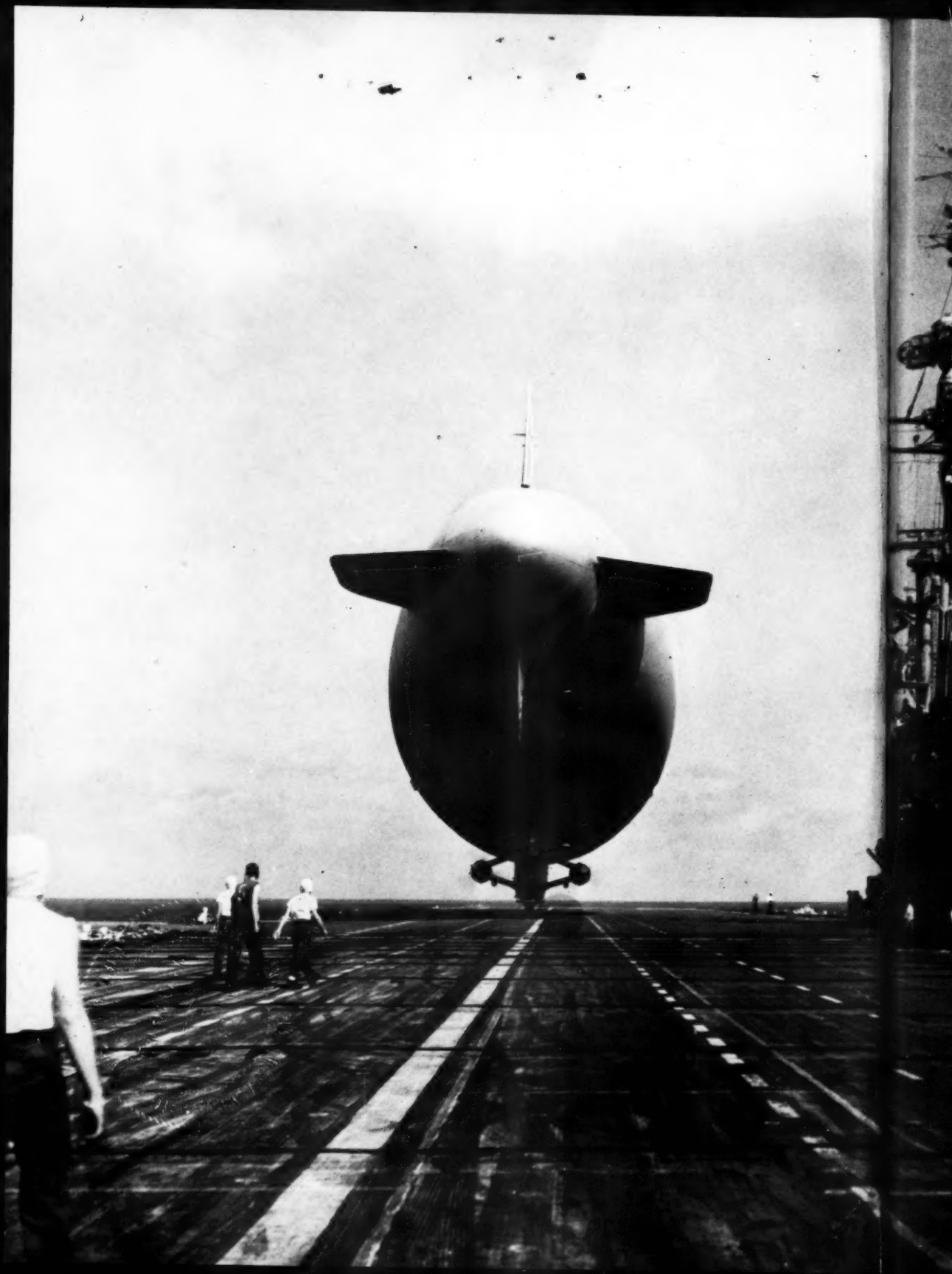
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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JANUARY 1954



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1954

Navpers-O

NUMBER 443

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• **FRONT COVER:** SAILOR plots succession of radar fixes on maneuvering board during a shipboard exercise.

• **AT LEFT:** FLIGHT DECK of USS Franklin D. Roosevelt (CVA 42) serves as 'air strip' for Navy blimp shown in process of taking off.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



NO NEED to stow it under the mattress—Navy's new and modernized ships have more convenient locker space.

Fighting Ships—

They're Still Snug But a Better Fit

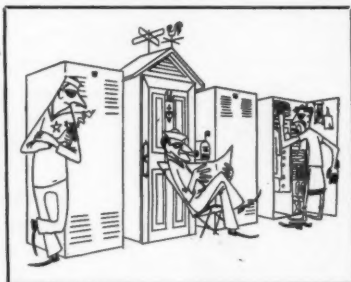
CHIEF Joe Brown, USN, flashed his I. D. card at the sentry, passed through the gate to the naval shipyard and turned hard right.

Joe knew the base and he knew his destroyers. He'd served in tin cans in World War II and in the Pacific and again in the Sixth Fleet in the Mediterranean. He knew the ships and was looking forward to duty in this one, *uss Meredith*.

He had swung in the right direction automatically and was now approaching the pierhead. As he rounded the corner of a shop building, the familiar outline of a *Gearing*-class destroyer caught his eye. He spotted the big "890" on her bow. This was the one all right.

She was just out of a yard overhaul and you sure could tell it. Scraggly scars had been scraped into her deck paint. Wood chips and waste clogged the corners. Her topside needed nothing so much as a good washdown.

Joe strode quickly up the brow and saluted aft, then the Officer of the Deck, "Brown, Chief Machinist's Mate, reporting aboard for duty, sir."



"Glad to have you aboard, Chief," the OOD replied.

After turning his orders over to the quartermaster and exchanging a few words, Joe swung down the nearest ladder for a look around. He stepped into the crew's mess—and stopped in his tracks!

Someone had been doing something to this ship, something besides dirtying up her topside. And what they had done was enough to gladden the heart of any tin can sailor.

The mess compartment looked like a Times Square restaurant. Warm fluorescent lights flooded down from the overhead. The traditional rows of long tables and benches that

stretched the length of the mess hall had given way to groups of four-man and two-man tables and benches with backs!

Instead of the usual plain white bulkheads and gray painted deck, Joe found a rust-red deck underfoot, blue gray and white mingled to brighten the bulkheads and a sparkling white overhead.

Sticking his head around the corner for a look at the steam table line-up, he quickly noted one big improvement. Instead of having the ladder leading into the area in such a position that the men standing in chow line had to double back and around to get ready to move down the steam tables, the ladder was turned end for end, thus eliminating a nasty snarl.

Another innovation, a dumb waiter, had been installed next to the steam tables. It will bring the hot food directly down from the galley on the main deck above. Anyone who has ever had a bowl of hot soup poured down his neck while standing in chow line would appreciate that little change, Joe mused to himself.

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A bit dazed, Joe moved out of the mess hall and forward to the crew's washroom. Pushing open the door, he had to blink. There along the bulkhead stood, not the usual jumble of basins and pipes, but a gleaming, orderly arrangement of stainless steel basins flanked by rows of small-sized lockers.

Each member of the crew who uses that washroom, Joe learned later, is assigned a locker for his toilet articles. When he gropes his way in for his morning shave, he simply has to open his locker, detach the removable door from its hinges and hang the whole affair up over the basin. For inside the door, attached by small clamps, are his toothbrush, toothpaste, razor, etc.—ready for action. Also in the locker go his towel and wash cloth. There they are automatically dried between times by air from the ship's system which is forced through the wire-mesh lockers.

Backing out of the glistening wash room, Joe ducked down one deck and stepped into the forward crew's berthing compartment. Here again the change was obvious.

Beneath each bunk was a row of sliding drawers for personal effects. At the foot of each tier of bunks stood full-length perforated aluminum lockers. A couple of writing tables and chairs were spotted about the roomy compartment.

The old steel bunks had been ripped out and replaced with modern, aluminum three-tiered jobs, each one equipped with a sponge rubber (neoprene) mattress.

Our "Chief Brown," used here as an example, is not an actual person. However, there is nothing the slightest bit unreal about the transformation that new crewmen like Joe Brown will find when they board *Meredith* for the first time. It's all just as Joe saw it for *Meredith* represents the first tangible results of a new far-reaching plan to improve living conditions aboard U. S. ships of the Fleet for both officers and enlisted men.

This is not to say that the Navy hasn't been concerned about livability in its ships right along. It has—as evidenced, for example, by the increased use of air conditioning for temperature and humidity control in the last 40 years. Four decades ago, air conditioning was used only to keep the powder dry; today it is being installed in all or part of a

variety of vessels ranging from submarines to aircraft carriers.

But the new livability program (or "habitability" as it is known officially), goes a lot farther than air conditioning alone. It brings into focus all the factors that go to make a ship a home. It is a well-integrated program through which the Bureau of Ships design people hope to reverse the current tendency to cram "hardware" into every available nook and cranny in a ship.

The tendency to put more and more equipment into a hull that wasn't designed for it was a natural outgrowth of the increased complexity of modern sea warfare. Technological improvements marched on, and Navy commanders naturally wanted each new improvement aboard their ship. Radar with all its little "black boxes," new fire control equipment, loran, fancy plotting facilities—all these things were brought aboard and increased the ship's fighting effectiveness.

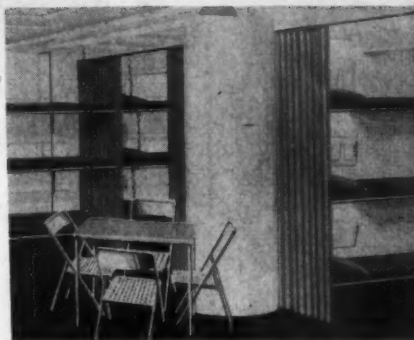
The result has been that, to make way for the new machines, crews have been crowded into smaller and less comfortable spaces. The little ships with many assignments have suffered most, but crews of all naval vessels have been caught up in the spreading jungle of gadgets.

Two years ago the Navy gathered its experts together for an assault on the problem. The first step was to make "Habitability," the word coined for the program, a "military characteristic" for each new ship. This meant that "habitability" would be considered along with all other major factors that determine a ship's ultimate form—armament, armor, speed and maneuverability—and if necessary compromised with them.

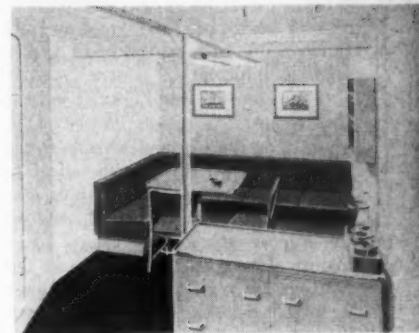
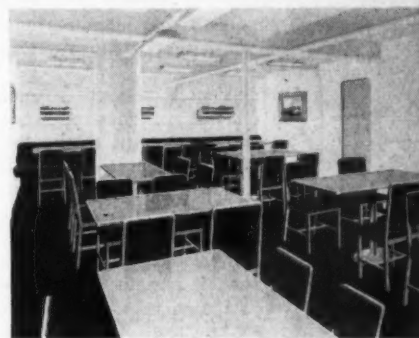
Acting under a direction from the Chief of Naval Operations, the Operational Development Force at Norfolk, Va., turned loose a posse of specialists which swarmed over more than 200 different ships of all types of the Atlantic Fleet. This group produced a detailed, 12-volume report that in the end may affect the living conditions of every ship in the Navy today as well as every new ship built in the future.

The investigators launched their attack on three major fronts:

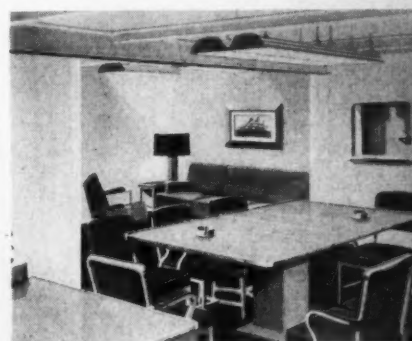
- An item-by-item survey of the living spaces, bunks, lockers, washroom equipment and messing facilities of individual ships.
- Scientific measurements of at-



MODERN fire support ship (IFS) has sleek berthing for crew (above). Messing facilities are greatly improved.



QUARTERS for chiefs are roomier, more comfortable (above). Officers' wardroom takes on 'new look,' too.





BEFORE: Acute 'congestion' marked old-type galley. Right: Sailor tries to sleep while shipmate gropes for coat.

mospheric conditions, including temperature, ventilation, noise, vibration and odor.

- Opinion polls among a total of 7300 officers and men on what they themselves thought of the living conditions in their ships.

In the course of the investigations, some weird facts were discovered:

- One cargo ship, for example, was so hard pressed for bunk room for the crew, it had to sling hammocks for its men in a cargo hold.
- A survey ship placed four bunks in a garbage disposal room.
- A battleship had crammed 32 bunks into two gun turrets and a combat information center.

These fact-finding missions led the investigators to basic causes. Digging deep, the analysts probed the missions of the ships in an effort to determine if more clear-cut assignments of missions might help reduce the excess gear. They pored over historical records, scrutinized the findings on living conditions of other agencies including research institutions, industrial designers, uni-

versities, manufacturers and the British, Canadian and Turkish navies. In all, more than 1,000,000 separate items were noted, analyzed and developed.

Their conclusion: Living conditions on practically all types of Navy ships today are in need of improvement. If the need is not met, the Navy in general will suffer in decreased efficiency of the men who man the ships and perhaps a declining re-enlistment rate.

The face-lifting job given the destroyer *Meredith* is one result of the OpDevFor survey. The idea here was to evaluate the livability features that could be built into an existing ship on a conversion budget.

In this case, it was found possible, by redefining the ship's missions, to reduce her complement by four officers and 31 enlisted men. Then, using the living space saved as a result of the reduction in personnel, modifications were made—the changes Joe Brown found on his first-day tour of inspection. The cost of the modifications was approxi-

mately \$500,000, an amount slightly less than the cost of the new three-inch 50-caliber gun system which was installed during the same overhaul period.

But the improvements made in *Meredith*, substantial as they are, are but a part of the story. Conversion of an existing ship is an expensive proposition. On the other hand, the same features that would cost heavily to install in a ship already in being can be built into a new ship with far less expense.

For this reason, it is the ships still on the building ways or just reaching the blueprint stage that excite the imagination and put a twinkle in the eyes of the BuShips "experts in shirtsleeves."

This collective twinkle is now being translated into a number of noteworthy livability improvements now being built into ships under construction in the current building program.

For example, in Puget Sound, Wash., they're putting the finishing touches to a new and more power-

AFTER: Remodeled compartment, dumb waiter, speed chow line. Right: Utility shield adds ready stowage for crew.



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CROWDED, drab messing compartments are 'on way out.' Right: CPOs' mess is in line for a face-lifting, too.

ful rocket-firing amphibious ship, the Inshore Fire Support Ship *Carronade* (IFS 1). The job of this ship will be similar to that now done by the LSMRs—to steam in close to shore, say, during an amphibious invasion and let fly with a barrage of power-packed rockets to wipe clear the beach area.

In the new rocket ship, special attention was given to installing functional living and messing areas. Berthing areas in the IFS-1 are roomy and modern. Crewmen will sleep in ordinary tiered bunks, but each tier will be separated from the next one by a perforated metal separator along the long dimension of the berths, designed to give the occupants a little privacy yet still allow a good circulation of air through the compartment.

The compartment will be brightly colored and several of the new-style four-man tables with chairs have been spotted around to provide space for writing a letter or knocking off a correspondence course.

Down in Pascagoula, Miss., on the Gulf Coast, the Navy has under construction the first in a new class of icebreaker that will also take advantage of several new wrinkles in livability.

The design of the new breaker illustrates a point emphasized by BuShips that livability features, like everything else that goes into a ship, must be tailored to meet the special characteristics of that ship.

In fast rolling ships such as icebreakers, destroyers, etc., functional arrangement of furniture and fixtures depends on the way a man stands to use a particular item. The wash basins and mirrors, for example, are much more easily used if the man faces forward or aft. Standing this way, he is in a more natural position to shift his weight with the roll of the ship and it is possible to keep both hands free. Another advantage in having a man stand either forward or aft of wash basin is that if water overflows, there is a better chance that it will not wet the man.

In general, this idea has been in practice a long time but with the emphasis on habitability it is being stressed even more.

BuShips has now developed a sort of "shelf-full" of livability features which a designer can make use of, or reject, for his particular type of ship. Here are some of the items now on the shelf with examples of how they are being used in ships now under construction.

Lighting—Fluorescent fixtures are coming into their own. Although the initial cost of installing fluorescent fixtures is somewhat higher, they should pay for themselves in lower power consumption (up to 50 per cent lower according to lighting experts). *Carronade*, (IFS-1), for instance, will be only the second surface ship to have fluorescent lighting in all her living spaces (*Meredith* was the first).

Messing—"Traffic control" is the big problem here, how to direct the flow of men through the mess line and to the tables in the most efficient

NEW color scheme, more room, mark modernized crew's mess. Right: CPOs now can enjoy real 'clublike atmosphere.'





HAND-DRYING became an 'art' in old-style washrooms. Right: Bottom bunks and wastebaskets provided the only seats for recreation, relaxation.

manner. Functional design of messing spaces is the answer, a design allowing room for the waiting mess line, for the rapid serving of food and for comfortable conditions for the men while eating.

The design of the messing area of the large aircraft carrier *USS Forrestal* (CVA 59) shows how the four-man table again is used to good effect. At the end of each of the ship's two big mess areas will be several rows of the small-sized tables.

These tables will serve a double purpose. During regular meal time, they will provide messing space in the normal fashion. In between meals, during times when the snack bar in each mess is open, the same tables will be used by off-duty sailors

like tables at a corner soda fountain. A recreation area and library off the snack bar area will add to the recreational facility.

Color—Color is another consideration in making Navy ships more livable. Although there is probably no scientific basis for the theory that certain colors reduce seasickness or raise the morale of a crew to any appreciable extent, designers are nevertheless proceeding on the basis that pleasant colors, carefully matched, make for pleasant surroundings (as well as easing eye strain by cutting down reflection).

Hence, a number of new colors will probably make their appearance in new construction. Not too many, though, for each new color added to the Navy standard rainbow means

CONVERTED washrooms contain individual lockers; forced ventilation dries towels. Right: Tables and chairs make chess game easier for these sailors.



new headaches of supply for logistics planners.

One example of what can be done with carefully matched colors can be seen in *Carronade's* mess hall. Here's how it will look: light blue-green for the overhead and two of the four bulkheads; white for the two remaining bulkheads; coral for chair seats and upholstered benches against the bulkhead; buff for table tops; and dark green for the linoleum that will cover the deck.

At little extra cost, other small but useful livability features can be added to ships.

One such feature is the clever toilet article locker Joe Brown found in *Meredith*. Another is a small canvas "utility bag" that will hang next to a man's bunk and can hold such items as slippers, a book or the current copy of *ALL HANDS* (overnight only!).

The livability features like the ones outlined in this article—and others that will be dreamed up in the future—are not going to turn the U. S. Navy into a fleet of floating palaces, as some newspaper headlines may have given the reading public the impression.

For from it. A warship is going to remain just that—a ship of war, a compact piece of fighting machinery whose every effort is directed toward the purpose of meeting the enemy in battle and defeating him.

The value of the new improvements in livability will lie in the fact that such features should produce a more efficient fighting man. Instead of reporting to his battle station out of sorts from crowded washrooms, an elbow-knocking meal and a half hour spent waiting for his chow on a rain-swept weather deck, the Navyman should show up in a better frame of mind to operate the complicated piece of equipment assigned to him. Instead of reporting still tired from a night in a steaming hot compartment or one reeking with odors from the galley, he should appear on deck well-rested and ready to lick the world—or at least that small part of it allotted to his ship.

It is toward this end that the livability program is directed.

Chances are that in the future there will be a lot more Joe Browns who will gawk around like new recruits when they get their first look at what the designers have done to their new ship.

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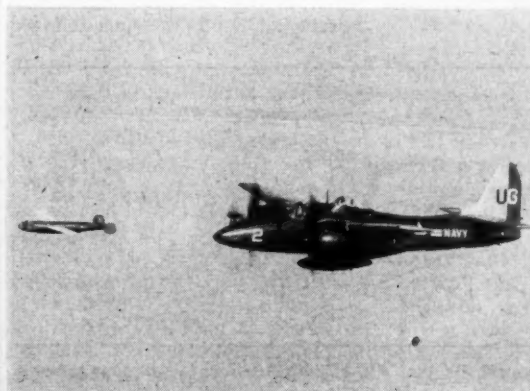
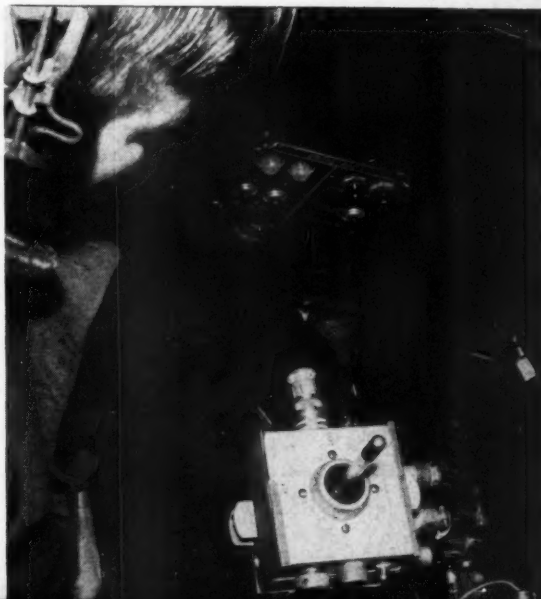
Utility Squadron

PROVIDING realistic targets for air-to-air gunnery and simulating enemy air attacks for training anti-aircraft gun crews keep the Navy's utility squadrons busy. Typical of these hard-working outfits is Utility Squadron SIX(K) at NAS Norfolk, Va.

Eleven drone-operating teams, each capable of working independently, are included in the squadron organization. They perform services for naval vessels and shore batteries in the Mediterranean, Caribbean and Atlantic.

Men of Utility Squadron SIX(K) are seen here as they perform their everyday duties:

Upper left: Aviation electronics technicians observe signal strength and check setting of radio receiver to assure drone's proper flight. *Upper right:* Members of the squadron adjust electrically powered starter in front of propeller hub of drone prior to takeoff. *Right center:* Amidst a gust of compressed air, radio-controlled drone is catapulted. *Lower right:* Drone is flown by "pilot" signaling from "mother plane." Position of control stick determines drone's flight. *Lower left:* Pilotless drone, left, flies air-to-air with Navy fighter F7F, which houses controls in second cockpit.—Joseph MacCurdy, JOSN, USN.



THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **EXAMINATION RULES** — Four hard and fast rules that apply to all candidates taking the service-wide examinations for advancement in February have been released by the U. S. Naval Examining Center.

It is essential that each candidate follow these instructions so that his answer sheet can be processed efficiently and so that he can receive the proper score.

(1) An electrographic pencil must be used when marking your answer sheet. If an electrographic pencil cannot be used, the letters "NGP" must be printed under "NavPers 18000" on your answer sheet.

(2) On your answer sheet be sure to blacken in thoroughly only ONE answer for each question.

(3) If you do not blacken in thoroughly the proper answer spaces on your answer sheet, the scoring machine cannot pick up your answers and give you credit for them.

(4) If you blacken in more than one answer space on your answer sheet, that item is counted as wrong. If any marks of any sort appear on the answer part of your answer sheet other than the one space blackened in for the answer, that item on which the marks appear is counted as wrong.

• **AUGMENTATION PROGRAM** — In the latest selections under the Regular Navy Augmentation Program, 45 Naval Reserve line and Staff officers have been selected for permanent appointment in the U. S. Navy.

Included in the addition to Regular Navy officer ranks are 24 officers of the line, 12 of the aviation line, one in the Medical Service Corps, four in the Supply Corps, three in the Chaplain Corps and one in the Civil Engineer Corps.

The appointments were made in the grades of commander, lieutenant commander and lieutenant.

As this issue went to press there was no new word on the future of the augmentation program. Statute authority for the program ran out the end of 1953 but new legislation to enable the program to be continued has been submitted to Congress. Watch the "Legislative Round-up" for the latest information on the program.

• **NEW POCKET CARD** — A "triple threat" card spelling out what to do in case of atomic, biological or chemical attack will soon be issued for all personnel to carry in their wallets.

The new card, which supersedes an earlier one describing what to do in case of an atomic attack alone, is divided into three sections, explains how to recognize whether a detonation is an atomic, biological or chemical one, and tells how to treat injuries or effects of such attacks.

The purpose of the card is to keep all personnel informed of advances made in combating the effects of any of the three types of attack. Officials reason that if individuals know what to expect, and what action to take, panic at the scene of the disaster will be reduced.

• **NO MORE 'RESTRICTED'** — In a broad change in its classification of written material, the Navy has eliminated the category of "Restricted." Henceforth, everything will be classified as "Top Secret," "Secret" or "Confidential."

In addition, the phrase "Security Information," which was used to call special attention to the fact that a publication was classified, is also dropped and will no longer be used.

The new set-up is explained in Alnav 59, which was based on an Executive Order. To carry out the directive, everything presently classified "Restricted" is to be downgraded to non-classified *except as follows*:

(1) When it is positively determined that information marked "Restricted" requires protection in the interests of national defense. Then it shall be up-graded to "Confidential."

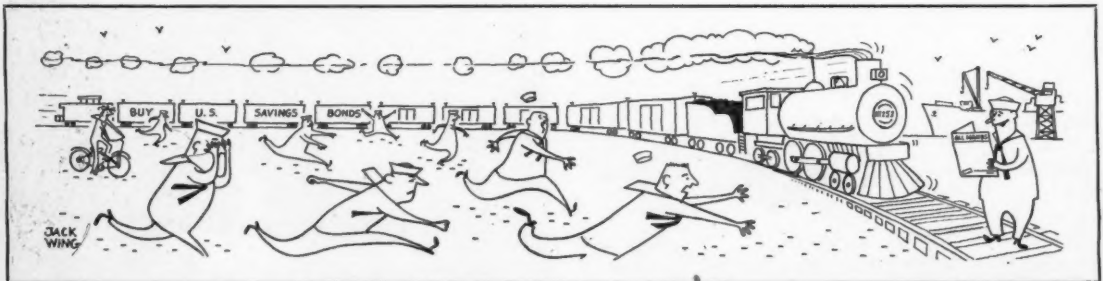
(2) All information received from friendly foreign governments and marked "Restricted" by those governments. It shall also be classified as "Confidential."

(3) All material directly related to crypto systems now classified "Restricted." This shall be up-graded to "Confidential."

(4) All messages classified "Restricted." These are up-graded to "Confidential." The content of such messages shall then be reviewed and where possible shall be declassified after processing. Processing will include appropriate reference to communications security procedures to assure that crypto systems are not compromised by the declassification.

New definitions for the three remaining types of classified material are:

"Top Secret"—Information or material the defense aspect of which is paramount, and the unauthorized



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"Secret"—Material the unauthorized disclosure of which could result in serious damage to the nation such as jeopardizing the international relations of the U. S., endangering the effectiveness of a program or policy of vital importance to the National Defense, or compromising important military or defense plans, scientific or technological developments important to National Defense, or information revealing important intelligence operations.

"Confidential"—Information or material the unauthorized disclosure of which would be prejudicial to the defense interests of the nation.

• OCCUPATIONAL HANDBOOKS

—The third edition of the "Occupational Handbook for Men" and the first edition of the "Occupational Handbook for Women" have been published by the Navy. These manuals, which contain comprehensive descriptions of naval enlisted occupations, are for use by recruiters, classification personnel and civilian guidance counselors in secondary schools and colleges.

The manual for men follows the format of the editions published in 1948 and 1950 except that the new editions have been enlarged to include "briefs" on the Naval Aviation Cadet Program, Wave Officers, Officer Candidate School, Reserve Officer Candidates, nurses, and emergency service ratings.

In the 1950 edition, one brief covered the various officer programs. This has now been expanded so that each program is covered by a separate brief.

The two handbooks are designed to give an over-all picture of what each rating in the Navy does, who is eligible for it, what civilian jobs or training are helpful and, conversely, what civilian jobs are open to those who qualify in the various ratings.

The "Occupational Handbook for Women" follows closely the manual for men with only a few minor

changes in phrasing. It describes the 27 ratings which women are eligible to perform.

• TRAVEL ALLOWANCE ON RETIRING

—A recent decision of the Comptroller General of the United States has ruled that members of the Reserve components of the Armed Forces "are limited in their entitlement to select a home for travel and transportation purposes upon retirement."

Prior to this decision, members of the Naval Reserve, upon retiring following a period of not less than one year of continuous active duty, could choose their home and collect reimbursement for travel and transportation allowance to that place, in the same manner as members of the Regular Service.

However, under the new ruling, Naval Reservists will now be limited to making a choice between their home of record or the place from which they were ordered to active duty.

Further clarification of the ruling will be forthcoming in the future. Until that time members of the Reserve who retire will be limited to the entitlement prescribed in Joint Travel Regulations, paragraph 4156, case 9(b).

• NEW COMBAT INSIGNIA

—Combat Operation Insignia have now been authorized for Navy personnel who have served on duty with and have been attached to Fleet Marine Force units in active combat with an armed enemy.

The insignia are authorized for the period beginning with the hostilities in Korea, and are further authorized to include any future wars, conflicts or insurrections.

The insignia will be bronze replicas of the official U. S. Marine Corps emblem and will be worn centered on the appropriate campaign ribbon.

For personnel who served with FMF units in combat in Korea, the emblem will be worn on the Korean Service ribbon.

The insignia will not be issued by the Department of the Navy but will be available for purchase at Navy exchanges.

Details concerning the new insignia and the determination of eligibility are contained in BuPers Inst. 1650.4.

QUIZ AWEIGH

What's in store for you in '54? This month's quiz should get you off to a good start. If you get stopped, the right answers are on page 53.



1. The specialty mark in the rating badge above identifies the (a) electronics technician, (b) patternmaker, (c) apprentice petty officer.

2. Called the "apprentice knot," it came into use about (a) 1940, (b) 1850, (c) 1890.



3. This flag, blue stars and anchor on a field of white, is flown for the (a) Assistant Secretary of the Navy, (b) Under Secretary of the Navy (c) Assistant Secretary of the Navy for Air.

4. Reversing the colors, the flag with white stars and anchor on a field of blue is flown for the (a) Assistant Secretary of the Navy for Air, (b) Secretary of Defense, (c) Secretary of the Navy.



5. The sailors, above, are performing an age-old Navy practice. What is it? (a) Cutting a "dido," (b) swabbing the deck, (c) holystoning the deck.

6. This particular job is most efficiently done on (a) wooden decks, (b) steel decks, (c) concrete decks.

QUIZ AWEIGH ANSWERS ON PAGE 53.

On the Shape of Ships to Come

Important statements concerning the status of the Navy in the world of today and the future have been made by the new Chief of Naval Operations, Admiral Robert B. Carney, USN, who took over his office last August.



CNO Carney

What are the upcoming needs of the Navy? What is the shape of ships which will join the fleet in the future, and what is the role of the Navy in the atomic age? In a series of several speeches, Admiral Carney has touched on these points and on the continuing evolutionary development of our Navy that has made it the greatest in the world.

In the following paragraphs are excerpts, arranged according to general subjects, covering some of the points that CNO has made in his public statements which are considered of particular interest to the general reader and to the Navyman.

Evolution of Our Navy

- The Navy of today looks almost nothing like the Navy of 20 years ago. The jobs that we have to do bear very little resemblance to the things which I look back on as extremely simple 20 years ago.

This era is somewhat akin to the period when the Navy developed a submarine diesel engine which opened new vistas for diesel power utilization in dredges, cranes, and trucks. This era is also reminiscent of the days when the sailing ships were confronted with the first steam warships.

During those periods of transition, as today, we would have been silly if we had arbitrarily restricted our imaginations and so restricted our future capabilities.

- We have no preconceived ideas as to what the fleet will look like a couple of decades from now. All we know is that we have a job to do in controlling the seas and we will use every possible "Buck Rogers" device necessary to enable us to discharge that responsibility to the United States.

- This Navy of yours is not shackled by old-fashioned ideas; its thinking has been dynamic and its thinking has accomplished dynamic developments. Immediately after VJ-Day the Navy went to work on the future. The submarine developments were gaining the edge over the defense against submarines; so the Navy called in the best scientific brains in the country and imagination was unrestrained. An old battleship was turned over to the Operational Development Force as a guinea pig for all manner of operational tests of new ideas. The Marines went after the helicopter in a big way and have developed new assault tactics unheard of in World War II. The Navy has guided missiles in production. A carrier type plane will be able to carry an atomic weapon. We are working on faster and better amphibious types. We have developed tactics in equipment to minimize damage from atomic attack.

Vulnerability of the U. S.

- All about us are the manifestations of epoch-making changes—not the least of which is that for the first time there is the possibility of actual

attack on the Continental United States.

You may have noticed as you glance at a globe that the United States is in reality a giant island in the middle of the world cut by oceanic space from both allies and possible enemy forces alike. A closer scrutiny of United States' map, the kind of scrutiny undoubtedly given it by envying eyes, reveals that within 100 miles of Uncle Sam's coastal perimeter lie three fourths of his 16 major cities. Some 6000 miles of coastal frontiers lie exposed to attack from the sea, either by ship, aircraft, or submarines.

- I have done my best in my short time [as CNO] not only to see what the Navy is doing today but to try to visualize where the Navy is going. We know, for instance, that twice in our lifetimes our side has very nearly lost a war because we weren't prepared to counter a threat against the seas and we know that our allies, without whom we can't exist in my opinion, cannot survive if we lose control of the seas. We have to think what threat can be leveled against us in our own use of the oceans.

Sea Power in the Atomic Age

- Can you imagine the effect of a nuclear powered unfriendly naval task force composed of, let us say, carriers loaded with supersonic jets, guided missile cruisers, and destroyers and submarines, all loaded with atomic weapons, capable of enduring several months at sea while maintaining incredible surface speeds? In 1939 who thought that buzz bombs would soon streak across English skies or that radar would ultimately

TASK FORCES, such as this one executing high speed turn in Sea of Japan, maintain vigils, carry fight to enemy.



replace the man in the crow's nest for early warning?

Although the threat of a nuclear powered enemy fleet does not appear imminent, the future possibility can not be ruled out in the manner of the ostrich. It must not be overlooked in estimating future requirements. It is axiomatic that potential capabilities of potential troublemakers always powerfully influence the future shape, size and composition of tomorrow's Navy.

A-Bomb and the Navy

- How about this A-bomb, or the thermonuclear bomb?

We can do our best to resist the attack in that form—and that is about all you can do. To say that fleet formations are obsolete because somebody has a big pickle is like telling us all to get out of Washington because somebody can destroy it. You aren't going to give up this place here. You are going to take a chance. And because you are Americans, you are going to accept the risk. We don't know what this [thermonuclear] weapon will do. I don't know, and there isn't a man that knows whether it will ever be used or not. But if it is used, the final weapon that is going to win [in such a war] is guts and character.

Nuclear Propulsion in the Navy

- It may very well be that in this 20th Century naval supremacy will go to the first nation that converts from oil to atoms.

As you know we are already building two nuclear powered submarines. They are the Navy's Model T's of the atomic age. The new submarine engine has been tested over an extended period and I can only say, it is better than our expectations. Now we must get on to fine custom jobs. Anybody knows that if you can power a submarine with atoms, you can power any kind of ship, including of course, the aircraft carrier and the guided missile ship.

- Let us imagine for a moment the practical applicability and effect of a nuclear powered fleet. What utility for instance would be made of the hull spaces where fuel oil used to be? It would give to the aircraft carrier increased stowage for aircraft and aircraft fuels; to the cruiser and battleship, increased ammunition stowage, guided missile capacity, and decreased vulnerability to battle damage; to the destroyer, increased endurance and high speeds. All



BIG CARRIER, USS *Forrestal* (CVA 59), now under construction at Newport News, will have retractable island to provide for an unobstructed flight deck.

ships would have increased versatility, increased speed, reliability, mobility, flexibility, and decreased cost of operation. In a few words, ships would be lighter, more powerful, and cheaper to operate.

The cost for logistic support, one of the major costs of the combatant task force, would be vastly reduced. The Navy's heavy requirement on high quality fuels would cease to be the major sea-borne logistical problem. This is not an unhappy thought when one considers the vulnerability of overseas oil fields, and the current drains on our own reserves.

- The point we must try to realize is that nuclear propulsion is no longer over the horizon. It is here. It is no longer a question of re-

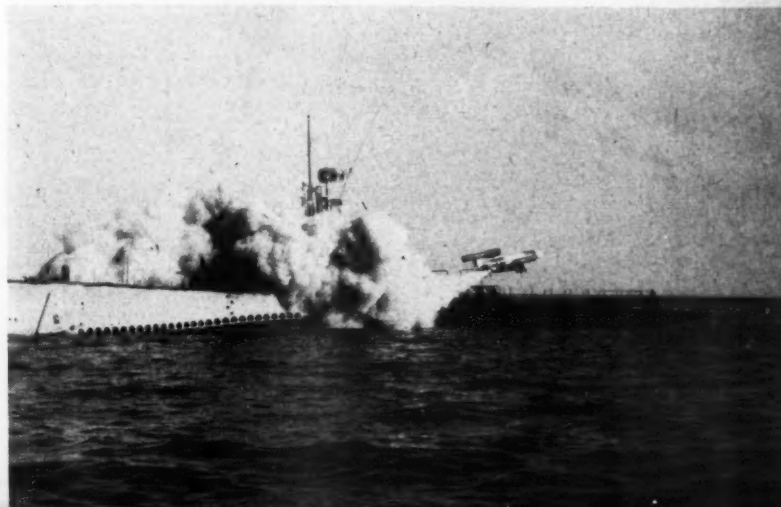
search and development. A goodly supply of facts about nuclear reactors is available. The problem that remains is the engineering task of building reactors into ship's hulls.

The Navy Today and Tomorrow

- All these new developments do not mean that suddenly one morning five years away, or even ten years hence, we will awaken to find we have a shiny new fleet. That would be technically unacceptable and economically unsound. We must make our changes carefully—experimenting, testing, and analyzing as we go, in no other way can we avoid that military and economic nightmare; the costly but obsolescent inventory.

- We were suddenly precipitated

GUIDED MISSILES of all descriptions—including surface to air, surface to surface, air to surface and air to air—are now being phased into fleet.



[in 1950] into the Korean affair. We found that the World War II types and techniques were reasonably satisfactory.

But now, we are in 1954. The signs of the times point unmistakably to the fact that many changes are already here. Many more are just around the corner.

- If we retain some of the older types and techniques and weapons in our locker it is neither because we are resisting progress nor because we have been denied the funds for modern weapons to put in the arsenal.

In many places, on many occasions, and in many types of military operations, results can be achieved with the older and cheaper devices and it would be wasteful to throw the ultimate weapon when something less would serve. There is no use shooting quail with the artillery.

Carriers

- I see new opportunities for the carrier, but the fundamental capability of the carrier in an offensive role, to me, is a fixed and firm requirement. The carriers under construction are a function of that progress. It is my own personal view that these carriers need not become larger and larger, because the thought which fostered that idea was originally predicated upon the assumption that A-bombs were big bombs that couldn't be carried by anything but big planes. That has changed.

- With the advent of handier-sized atomic weapons we may have some relief from the increase of plane sizes and weights which were forcing us toward bigger ships. But carriers we must have — as mobile bases for attack, for interception over the waters, and for use wherever we

need tactical aviation that can not be supplied in time from sources ashore.

Submarines

- The submarine is here to stay, too; the only trouble with submarines is that the horizons of submarine uses are widening so fast that one hesitates to freeze a design for mass production as yet. They have proven potentialities as bearers of guided missiles; as the capabilities of the missile increase, so too, will the submarine become more and more potent. Their use of nuclear power is, in itself, a revolutionary step and possibly only an infant's first step. In any event, we must accelerate the submarine building program as rapidly as our design thinking jells into durable shape.

- The possibilities of submarines are simply unfolding so fast that it is almost impossible to keep track, not only on our side but on the other side. This country [could be attacked] through missiles launched by submarines.

Guided Missiles

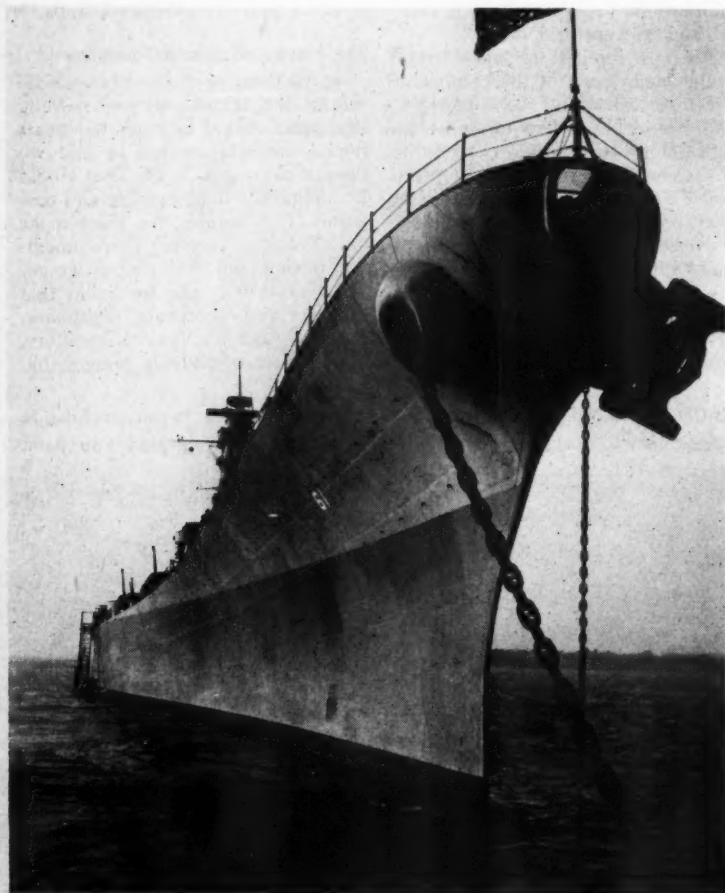
- In the field of guided missiles I think we are witnessing the end of a major phase. We fully expect, very soon, to introduce to the operating Navy guided missiles of all descriptions; surface to air, surface to surface, air to surface, and air to air. The fact that all these missiles are being phased into the fleet at the same time represents the fulfillment of the planners' dreams.

Battleships and Cruisers

- Many of the rugged battleship and cruiser hulls of World War II vintage will prove to be priceless as cheap and ready vehicles for guided missiles and new gadgets.

- It is very hard to visualize in a global war very many places where the old *Missouri*, armed as she was, would be absolutely essential to our operations. On the other hand, that hull can take more damage than any other hull that has ever been devised and being able to stay alive is also a very important thing about fighting — being able to resist damage and being able to have durability. These ships are priceless assets to us in their durability but I don't see them running around necessarily with their 16-inch turrets in the years to come. Those may be replaced by guided missiles and various other developments which are not only just around

MIGHT of battleship hull is shown in early photo of USS *Iowa* (BB61). BB hull 'can take more damage than any other hull that has ever been devised.'



the corner but are actually ready for production.

Military Flexibility

• As far as the military is concerned I would like to raise one point. If we commit ourselves to any particular posture, any particular plan of action, any particular alignment of forces which is geared to one single concept, which after all is only our guess as to what the other fellow will do—all we are trying to do is unscrew the inscrutable, and it can't be done. We are always dependent on what the aggressor's action is going to be and we have been wrong so many times that we cannot gear our defense, our security to any concept which does not admit of flexibility.

• When John Paul Jones took command of the *Ranger*, his orders read "We shall not limit you to any particular cruising station but leave you at large to search for yourself where the greatest chance of success presents." Those were wise orders psychologically and they also showed keen perception of the proper use of sea power through exploitation of its mobility and flexibility.

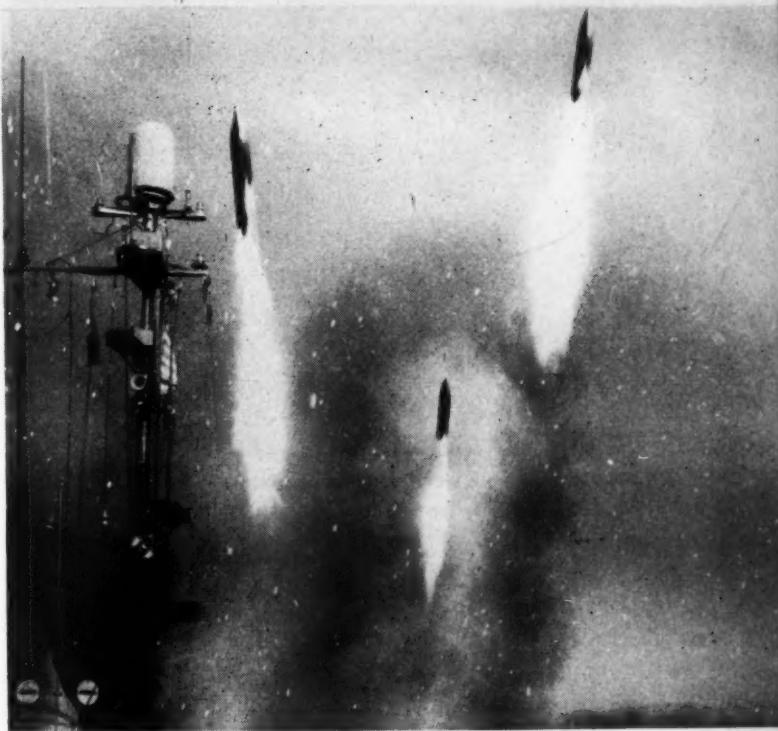
Naval Manpower

• The future of the Navy, as far as technical things are concerned, will take care of itself, as long as we have got the wit and the ability to adapt ourselves to the conditions and to some extent to create conditions, and as long as we can get enough Americans of the right type to come in the outfit, stay in it, dedicate themselves to it, work for it unselfishly, and to be true servants of the United States.

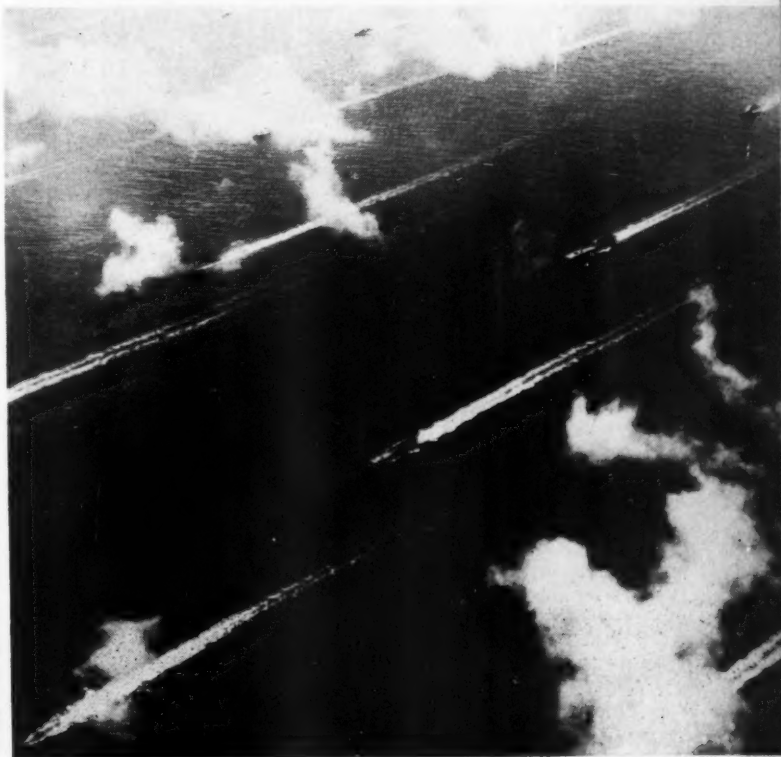
Unless the capability, the brains, the guts, and the integrity of the people are up to snuff, the rest of it doesn't make very much difference. You could lose with the best equipment in the world.

• There will always be need for keen and resolute men, skilled in the business of controlling the sea, the air above the sea, and the dark depths below the surface. Whatever the shape of their ships and planes and weapons, those men—Navy men—must do the job.

• Our Navy needs to attract and hold A-1 people. Give us a good body and a good brain and we will endeavor to instill all those qualities—but (and this is important!) we need both quality and an assured tenure of service.



ROCKETS roar skyward in flaming arc from launching racks of LSM. Below: Powerful armada performs maneuvers in Pacific, demonstrating teamwork.



Radar Schogoe

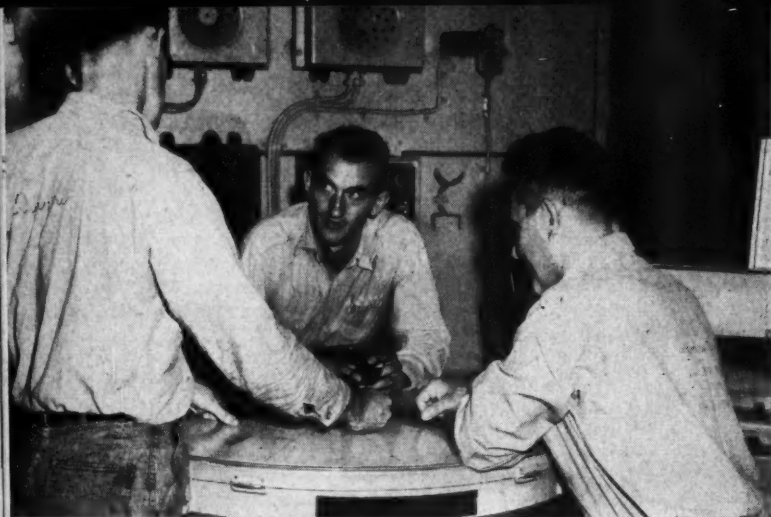
LANDING ships have been assigned many and varied tasks but a new twist is provided by USS E-LSM 445. She's an experimental radar training ship, the only one of its kind in the Navy.

When the ship is first sighted, sailors are puzzled by the appearance of large ship items like the foremast, a high radar mast, the type usually found aboard cruisers and battleships.

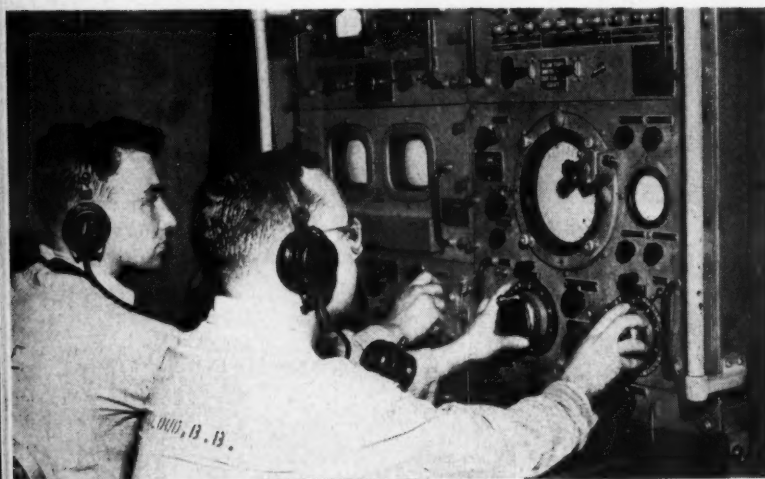
Even her bridge is different. It is made of aluminum and is completely enclosed to give greater protection against rough, stormy seas. A specially designed "electro-pane" non-icing port hole glass, which insures good visibility in all kinds of weather, is used on the bridge. Electrically heated wires surrounding the port and running down the center of the glass are controlled by thermostats and keep the glass free of ice and snow.

The unusual features don't end topside. The well-deck, which normally carries tanks, trucks and other invasion equipment, has been converted into a number of sea-going classrooms. In addition, two huge combat information centers, one forward and one aft, have been installed, complete in every detail. Each is the size of a CIC aboard a heavy cruiser.

Operating out of the New York area, the ship is used primarily for training Reservists from the Third Naval District in the operation and maintenance of radar equipment.



SIMULATED battle problem is worked out on plot board in forward CIC room by L. Darrow, RD1, USN, J. Barnoski, RD3, USN, L. Hutzler, RD2, USNR.



I. WILLIS, RD2, USNR, and **B. McCloud**, RD2, USNR, man radar. Below: **R. Davidson**, SN, USN, gets words on radio receivers from **B. Cohen**, RM1, USNR.



ALL HANDS

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00Goes to Sea

Other Naval Reserve units along the East Coast also utilize the facilities of the ship.

Old "445" has an extensive training course all worked out for Reservists who come aboard. Lester M. Darrow, RD1, USN, a member of ship's company in charge of the forward CIC room, says, "We get Reservists aboard who are either striking for a radar rate or are POs taking additional training. First, we take them on a tour of CIC spaces where the functions of the equipment are explained to them. Then they are shown introductory movies—we make plenty of use of movies in our training program—to show what's expected of them."

Next on the training agenda comes the actual operation of the equipment, tracking drills, both air and surface, and mock battle problems.

"We've nine major types of radar and radar repeaters aboard," Darrow explains. "When the trainees have been given instruction in all of them, they can go aboard almost any ship and feel familiar with the radar gear."

During 1952, USS *E-LSM 445* trained Reservists on weekend cruises and during one-day jaunts. But the ship, although it operates at sea frequently, doesn't necessarily have to leave the pier to conduct training classes.

Last summer, for example, the ship tied up at NAS Floyd Bennett Field instead of its home port at the New



ALUMINUM BRIDGE is completely enclosed and has frost-free ports (second and fourth from left) to insure good visibility in all kinds of weather.

York Naval Shipyard. Officers from the Naval Air Reserve squadrons at NAS Floyd Bennett received training in fighter-director work. Telephone communications are located both in CIC and at strategic topside areas at the latter spots to permit visual fighter-director training.

The ship has a communications shack on the 01 level (where deck cargo was formerly carried) as large as that of a cruiser. All together, the ship has 15 radio transmitters and eight radio receivers.

During a normal training cruise men are instructed in long-range, ship-to-ship, tactical and teletype communications. The training also includes the use of the latest model teletypes.

Electronic technicians find all the spare parts they need aboard "445." The ship carries more than 7000

different spare parts. Each has been catalogued and placed in a bin or drawer where it can be located instantly by Donald E. Peek, ETC, USN, the chief in charge of the storeroom. The ship's crew can repair all electronic equipment aboard except for major repairs.

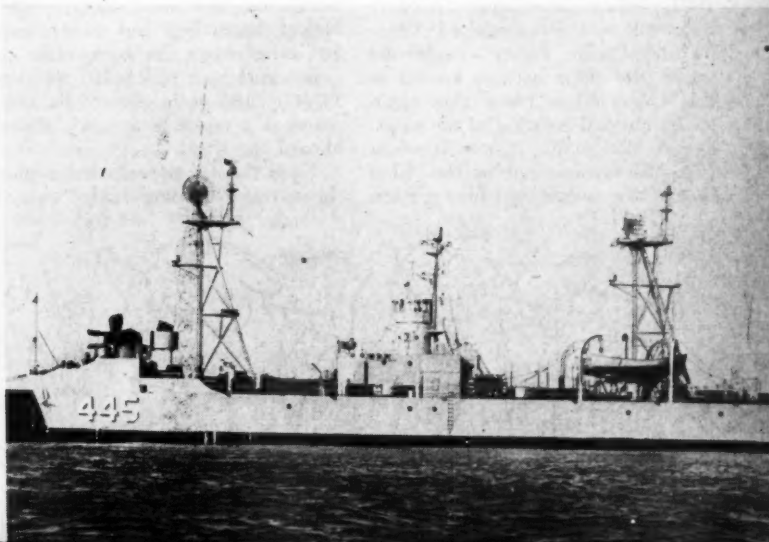
E-LSM 445 has a ship's company allowance of two Reserve officers, 20 Naval Reserve enlisted men, three Regular Navy officers and 36 USN enlisted personnel.

Commissioned in April 1945, old "445" was converted to an experimental radar training ship several months later. She has the same characteristics as other medium landing ships in that she displaces about 1000 tons, is 203 feet long, has a 30-ft. 6-in. beam and two diesel engines which can produce a speed of 12 knots.—Fred W. Doby, JO2, USN.

L. SHIELDS, RMC, USN, and T. Curry, ETSN, USN, check transmitter (below left). 'One-of-a-kind'—USS *E-LSM 445*.



JANUARY 1954



World Travelers Sail Under Assumed Names

THERE'S no record of whether the crewmen of the barge that carried Anthony and Cleopatra down the Nile had a nickname for their boat, but unless they were a lot different from modern day sailors, chances are they called it "Cleo's Ketch."

Judging from the flow of nicknames coming across the desk of ALL HANDS every day, there isn't a ship in today's Navy that doesn't boast at least one alias. These nicknames come from many sources. Sometimes certain characteristics of the ship will dictate its new name, or it may spring from a play on words.

Often these names are used as a term of endearment by the crew members; but on the lips of strangers they prove a dastardly insult.

Probably the most famous of such nicknames is "Big Mo," the monicker applied to *uss Missouri* (BB 63). Blazoned across the headlines of America's newspapers ever since the ship first hit the waves, the nickname is known over the world.

No one knows where all these nicknames started. Navies of other countries sometimes follow the custom, but not to the extent of the U. S. Navy. As far back as 1812, the *uss Constitution* became "Old Ironsides" when cannon balls fired by the British bounced off her sides.

Color, too, has often entered into popularized names of both ships and fleets. In 1853 when Commodore Matthew Perry, *ussn*, opened Japan for world trade, his fleet of ships was painted black and as a result became the "Black Fleet." Later, in 1901, when President Theodore Roosevelt sent the combined Atlantic and Pacific Fleets around the world, the ships became known as the "Great White Fleet" due again to the unusual coloring of the ships. During World War II, *uss Honolulu* (CL 48) earned fame as the "Blue Goose" due to her light blue greyish

color, the result of an experimental paint job.

During World War II it seemed as though every ship in the largest fleet in the world sprouted a nickname. Some of the more famous were: "Sara" for the *uss Saratoga*, (CV 3); "No Boat Maru" for the *uss New Orleans* (CA 32), which came from the large letters "N. O." on her bow; "The Blue Ghost" a name given the *uss Lexington* (CV 2) by Tokyo Rose; and "Shangri La," the title tacked on *uss Hornet* (CV 8) by the late President Franklin D. Roosevelt, when *Hornet* launched Jimmy Doolittle and his flyers on the famed Tokyo raid.

One of the most popular and overworked nicknames in the Navy is "The Galloping Ghost of the Korean Coast" (substitute Arabian, China, Atlantic or Pacific coasts, as appropriate). Any number of ships can, and do, lay claim to being the original "Galloping Ghost" and will break out proof to back it up.

A good example which shows the extremes to which Navymen go in naming their ships are the cases of *uss Repose* (AH 16), and the *uss Helena* (CA 75). A hospital ship operating off the Korean Coast, *Repose* soon became famed for the comfort and aid she brought to the wounded. They in turn soon bestowed the title "Angel" on the ship.

Helena gained her fame in Korea as well, but for a different reason. Her guns dished out misery in large doses to the enemy and she became known as the "Hell Ship."

It isn't very often that these nicknames can be tracked down to such logical beginnings but in at least two other cases this is possible.

uss Yorktown (CVA 10) and *uss PC(C) 1168* each received its nickname as a result of a movie filmed aboard the ship.

From the day they started filming the movie "Fighting Lady" aboard

Yorktown it was a lead pipe cinch that the ship had a new name. To this day she is referred to as the "Fighting Lady" by her crew. For *PC(C) 1168* it was the movie "You're in the Navy Now" that supplied a name. Throughout the picture the actors referred to the ship as *uss Teakettle*. So, "Teakettle" it became.

All of the battlewagons in commission today carry well-known nicknames. The "Big Mo" leads the list but not far behind is the "Whisky," or in official U. S. Navy terms, the *uss Wisconsin* (BB 64). *uss New Jersey* (BB 62) bears the moniker "Big Jay" and naturally enough the *uss Iowa* (BB 61) picked up the state name of "Cornhusker."

Aircraft carriers have had nicknames since the *uss Langley* was converted from a collier to become the first of our sea-going airfields. She became "The Covered Wagon" in short order.

In today's Navy we have such distinctive aliases as "Happy Valley" for the *uss Valley Forge* (CVA 45); the "FDR" or "Rosy Boat" for the *uss Franklin D. Roosevelt* (CVA 42) and "Phil Sea" for the *uss Philippine Sea* (CVA 47). *uss Mindoro* (CVE 120) has become the "Mighty Minnie" and *uss Badoeng Strait* (CVE 116) is "Bing Ding."

One of the best known of today's carriers is *uss Antietam* (CVS 36) which, thanks to its canted deck, has become the "Cantietam." A favorite story of the "Cantietam's" crew concerns the time the rumor swept the ship that a well known reformer was investigating them. He had, so the rumor went, heard reports that "a bunch of sailors were running around the Caribbean with a crooked deck."

One branch of the Navy that hasn't gone in for nicknames to the same extent as the others is the underwater portion. A recent sur-

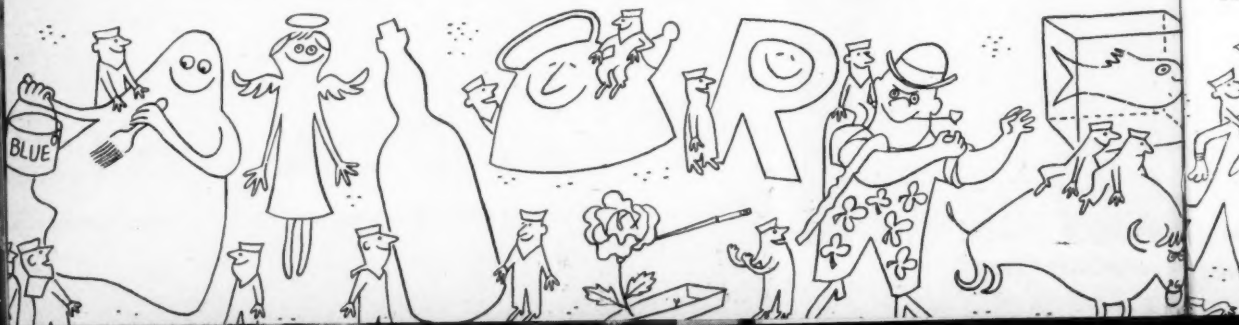
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vey brought to light the fact that most of today's subs do not have any known nicknames, at least that can appear in print. Maybe, as suggested, this is due to the fact that since the submarine is limited in space, there isn't enough room for a nickname!

One possible explanation for their lack of nicknames is that submarines carry such descriptive names there is no need to add another. How, for instance, can you improve on *uss Sea Dog* (SS 401), *uss Hardhead* (SS 365), *uss Sea Fox* (SS 402) or *uss Icefish* (SS 367). All those names are about as salty as they can get and some, like *uss Scorpion* (SS 278) even carry a sting.

Two submarines have picked up some rather strange names along the way but are shy about having them known. Actually they came about accidentally, or at least the crews hope so. It was a dark day for *uss Redfin* (SS 272), when the operations officer received a letter addressed to the "uss Bedpan." The only explanation anyone could come up with was that the writer must have mistaken the sub for a hospital ship.

One submarine has a strange accumulation of names. The crew aboard *uss Halfbeak* (SS 352) has received letters addressed to, among others, "Halfbeat," "Halfbread," "Quarterback," "Halfback," "Half-eat" and "Halfreak."

During World War II former code names sometimes stuck as nicknames for submarines. Such was the case when a SubPac force was ranging under the East China Sea. Known as "Loughlin's Loopers," after C. E. Loughlin, senior commander, the three subs in the pack, *uss Queenfish* (SS 393), *uss Barb* (SS 220) and *uss Picuda* (SS 382) became "Queerfish," "Boob" and "Peculiar." However since they sank some 51,000 tons of shipping on that patrol, it would be interesting to know what the Japanese called them.

The "Tin Can" Navy has thou-

sands of nicknames. Some of the better known are: "The Fighting Irishman" for *uss McCaffery* (DDE 860); "uss Kilowatt" for *uss Wiseman* (DE 667) "Woodie Woodpecker" for *uss William A. Wood* (DD 715) and "Jolly R" for *uss John Rodgers* (DD 574).

Sometimes these tin can nicknames sound more like the names of yachts as in the case of *William C. Lawe* (DD 763), *uss George K. MacKenzie* (DD 836) and *uss Samuel N. Moore* (DD 747), named respectively the "Willie C," "Georgie K" and "Ramming Sammy."

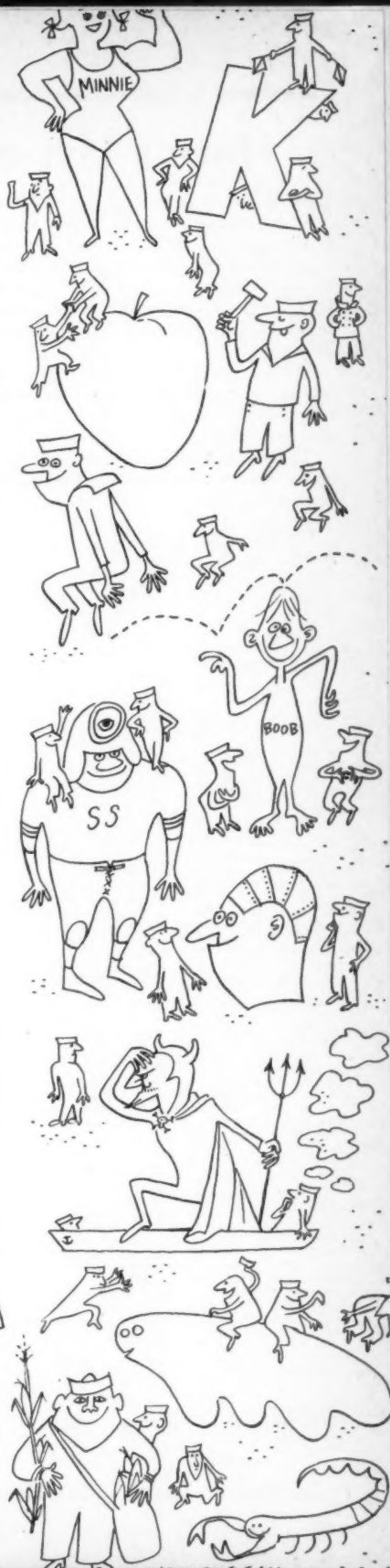
Minicraft also follow the lead of the rest of the fleet with the "Shooting Shea," for *uss Shea*. (DMS 30); "The Silent 'P'" named thus because the "P" in *uss Ptarmigan* (AM 376) isn't pronounced. There is also "Plunging Plover." For *uss Plover* (AM 53). *uss Harry F. Bauer* (DM 26) is named "Bouncing Bauer" for her rough riding qualities.

The *uss Ellyson* (DMS 19), which has laid claim to being the oldest combatant ship on active duty, having been put into commission on 7 Nov 1941, is known as "Ellie Mae."

Among the auxiliaries, *uss Shenandoah* (AO 26) takes her nickname from the Shenandoah Valley region and is known as the "Apple Knocker"; *uss Aldebaran* (AF 10) thanks to her wide travels, is known as the "Rambling Reefer."

uss Briareus (AR 12) owes her nickname to the humming coming out of the repair shops during the two-week period that ships are tied up alongside and bears the sobriquet "Busy Bee." *uss Chourre* (ARV 1) sports the handle of "Greyhound of the Pacific Fleet."

We could go on and on, listing practically every ship in the Navy but that would require too much space. It does seem safe to assume one thing: If American sailors had manned the vessels of Columbus those famous ships might have gone down in history as the "Plunging Pinta," "Nudgin' Nina" and "Speedy Maria."—Bob Ohl, JO1, usn.



Here's List of Completed Ship Histories

HAVE you ever wished for a little proof to back up some of those sea stories told around the scuttlebutt about your ship. Well, if your ship is one of the more than 1500 on the following list you can prove your point by sending for a copy of your ship's history. Each one is a carefully prepared digest—several pages long, printed by mimeograph, and chock-full of authentic information.

Material gleaned from log books, action reports, war diaries, commanding officers' histories and scores of other official records has been included in these descriptive accounts.

To receive your copy, first check this list to see if your ship is one of those whose history has been written, then drop a card or letter to the Office of the Chief of Naval

Operations, Division of Naval History (Op 29), Room 1534, Main Navy Building, Washington 25, D. C. Once the request has been made, be patient and don't write again. It will just delay the process.

Requests for histories not yet complete cannot be acknowledged, but the request will be kept on file and filled when the history is written. Another 2500 histories remain to be written. When they are completed ALL HANDS readers will get the word.

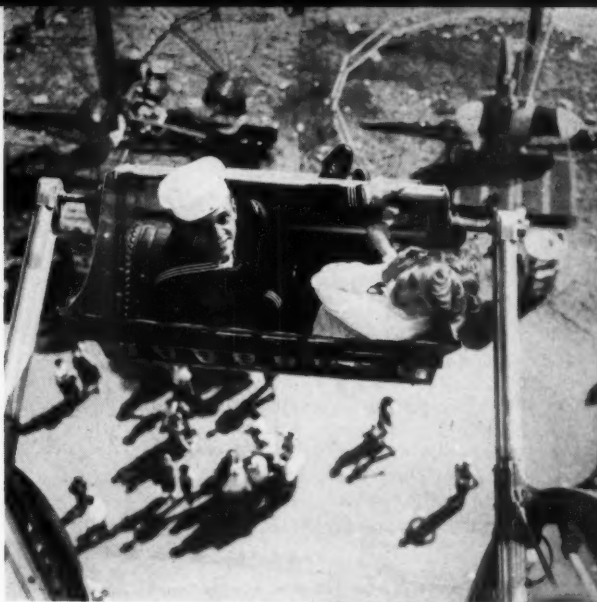
No more than three histories can be mailed to any one person. Remember, after your initial request is made, further inquiries will only result in unnecessary paper work and delays in the completion of the many histories still to be written.

Below is the list of completed histories:

AARON WARD (DD 483)	ASHLAND (LSD 1)	BENNETT (DD 473)	BREAM (SS 243)	CASABLANCA (CVE 55)	CLARENCE L. EVANS (DE 113)
AARON WARD (DM 34)	ASHTABULA (AO 51)	BENNINGTON (CV 20)	BRECKENRIDGE (AG 112)	CASA GRANDE (LSD 13)	CLARENDON (APA 72)
ABBOTT (DD 629)	ASPRO (SS 309)	BENNION (DD 662)	BREESE (DM 18)	CASCADE (AD 16)	CLAXTON (DD 571)
ABERCROMBIE (DE 343)	ASTORIA (CA 34)	BENSON (DD 421)	BREMER (CA 130)	CASE (DD 370)	CLAY (APA 39)
ABILENE (PF 58)	ASTORIA (CL 70)	BERGALL (SS 320)	BRETTON (CVE 23)	CASSIN (DD 372)	CLEARFIELD (APA 142)
ABNER READ (DD 526)	ATASCOSA (AO 66)	BERING STRAIT (AVP 34)	BRIDGE (AF 1)	CASSIN YOUNG (DD 793)	CLEMSON (DD 186)
ABSD-2	ATHENE (AKA 22)	BERNADOU (DD 153)	BRILL (SS 330)	CASTOR (AKS 1)	CLEVELAND (CL 55)
ACHERNAR (AKA 53)	ATLANTA (CL 51)	BERRIEN (APA 42)	BRISTOL (DD 453)	CATACTIN (AGC 5)	CLINTON (APA 144)
ADMIRAL R. E. COONTZ (AP 122)	ATLANTA (CL 104)	BESUGO (SS 321)	BRONSTEIN (DE 189)	CAVALIER (APA 37)	CLOUES (DE 265)
ADMIRALTY ISLANDS (CVE 99)	ATLAS (ARL 7)	BETELGEUSE (AKA 11)	BROOKLYN (CL 40)	CAVALLA (SS 244)	COBBLER (SS 344)
AGAWAM (AOG 6)	ATTU (CVE 102)	BEXAR (APA 237)	BROOKS (APD 10)	CEBU (ARG 6)	COBIA (SS 245)
AGENCOR (ARL 3)	AUBURN (AGC 10)	BIDDLE (AG 114)	BROOME (AG 96)	CECIL (APA 96)	COD (SS 224)
AJAX (AR 6)	AUDRIAN (APA 59)	BIGHORN (IX 207)	BROUGH (DE 148)	CERRO (SS 225)	CORGER (APD 62)
ALABAMA (BB 60)	AUGUSTA (CA 31)	BILOXI (CL 80)	BROWN (DD 546)	COHLAN (DD 606)	COGSWELL (DD 651)
ALASKA (CB 1)	AULICK (DD 569)	BIRGIT (AKA 24)	BROWNSON (DD 518)	CHAMPLIN (DD 601)	COLAHAN (DD 658)
ALBACORE (SS 218)	AULT (DD 698)	BIRMINGHAM (CL 42)	BRULE (APA 66)	CHANDELEUR (AG 108)	COLE (AG 116)
ALBANY (CA 123)	AURELIA (AKA 23)	BISBAYNE (AGC 18)	BRUSH (DD 745)	CHANDELEUR (AV 10)	COLHOUN (APD 2)
ALBEMARLE (AV 5)	AYLWIN (DD 355)	BITTERN (AM 36)	BRYANT (DD 665)	CHARA (AKA 58)	COLHOUN (DD 801)
ALBERT T. HARRIS (DE 447)	BABBITT (AG 103)	BISMARCK SEA (CVE 95)	BUCHANAN (DD 484)	CHARGER (CVE 30)	COLLETT (DD 730)
ALBERT W. GRANT (DD 649)	BACHE (DD 470)	BIVIN (DE 536)	BUCK (DD 420)	CHARLES AUSBURNE (DD 570)	COLONIAL (LSD 18)
ALCHIBA (AKA 6)	BADGER (AG 80)	BLACK (DD 666)	BUCK (DD 761)	CHARLES CARROLL (APA 28)	COLORADO (BB 45)
ALCYONE (AKA 7)	BADOENG STRAIT (CVE 116)	BLACKFISH (SS-221)	BUCKINGHAM (APA 141)	CHARLES E. BRANNON (DE 446)	COLUMBIA (CL 56)
ALDEBARAN (AF 70)	BAGLEY (DD 386)	BLACKHAWK (AD 9)	BUCKLEY (DE 51)	CHARLES F. HUGHES (DD 428)	COLUMBUS (CA 74)
ALEXANDER DALLAS (DD 199)	BAHAM (AG 71)	BLAIR (DE 147)	BULL (APD 78)	CHARLES J. BADGER (DD 647)	COMET (AP 166)
ALFRED A. CUNNINGHAM (DD 752)	BAILEY (DD 492)	BLENNY (SS 324)	BULLARD (DD 660)	CHARLES LAWRENCE (APD 37)	COMMENCEMENT BAY (CVE 105)
ALGER (DE 101)	BAINBRIDGE (DD 246)	BLESSMAN (APD 48)	BULMER (AG 86)	CHARLES R. WARE (DD 865)	COMPETENT (AM 316)
ALGORAB (AKA 8)	BAIROKO (CVE 115)	BLOCK ISLAND (CVE 21)	BUMPER (SS 333)	CHARLES R. GREER (DD 835)	COMPTON (DD 705)
ALHERA (AKA 9)	BAKER (DE 190)	BLOCK ISLAND (CVE 106)	BUNKER HILL (CV 17)	CHARLES R. WARE (DD 835)	CONCORD (CL 10)
ALLEN M. SUMNER (DD 692)	BALAO (SS 285)	BLUE (DD 387)	BUOYANT (AM 153)	CHARLES R. WARE (DD 835)	CONNE (DD 866)
ALMAACK (AKA 10)	BALCH (DD 363)	BLUE (DD 744)	BURDEN R. HASTINGS (DE 19)	CHARLES R. WARE (DD 835)	CONKLIN (DE 439)
ALNITHA (AKA 127)	BALDWIN (DD 624)	BLUEFISH (SS 222)	BURDO (APD 133)	CHARLES R. WARE (DD 835)	CORNER (DD 582)
ALPINE (APA 92)	BALTIMORE (CA 68)	BLUEGILL (SS 242)	BURKE (APD 65)	CHARLES R. WARE (DD 835)	CONSOLIDATION (AP 115)
ALSHAIN (AKA 55)	BANCROFT (DD 598)	BLUERIDGE (AGC 2)	BURNS (DD 588)	CHARLES R. WARE (DD 835)	CONSTITUTION (IX 21)
ALTAR (AD 11)	BANG (SS 385)	BOARFISH (SS 327)	BURRIS (SS 312)	CHARLESTON (PG 51)	CONWAY (DD 507)
ALTAMAH (CVE 18)	BANGOR (PF 16)	BOBOLINK (AMS 2)	BURROWS (DE 105)	CHARR (SS 328)	CONY (DD 508)
AMBERJACK (SS 219)	BARB (SS 220)	BOBOLINK (ATO 131)	BUSH (DD 529)	CHARETTE (DD 581)	CONYNGHAM (DD 371)
AMERICAN LEGION (APA 17)	BARKER (DD 213)	BOGUE (CVE 9)	BUSHNELL (AS 15)	CHASE (APD 54)	COOK (APD 130)
AMMEN (DD 527)	BARNES (CVE 20)	BOGGS (AG 19)	BUTLER (DMS 29)	CHATEAU THIERRY (AP 31)	COOLBAUGH (DE 217)
AMSTERDAM (CL 101)	BARNETT (APA 5)	BOISE (CL 47)	CABLE (AMS 29)	CHATELAIN (DE 149)	COOPER (DD 695)
ANCON (AGC 4)	BARNEY (AG 113)	BOLLINGER (APA 234)	CABOT (CVL 28)	CHAUNCEY (DD 667)	COPEAGE (CVE 12)
ANDERSON (DD 411)	BARON (DE 166)	BONEFISH (SS 223)	CACAPON (AO 52)	CHEMUNG (AO 30)	CORAL SEA (CVB 43)
ANDROMEDA (AKA 15)	BARRY (APD 29)	BON HOMME RICHARD (CV 31)	CACHE (AO 67)	CHEPACHET (AO 78)	CORBESIER (DE 438)
ANGLER (SS 240)	BARTON (DD 722)	BORDELON (DD 881)	CALDWELL (DD 605)	CHESTER (CA 27)	CORDUBA (AF 32)
ANTARES (AKS 3)	BATAAN (CVL 29)	BOREAS (AF 8)	CALIFORNIA (BB 44)	CHEVALIER (DD 805)	CORE (CVE 13)
ANTHEDON (AS 24)	BATFISH (SS 310)	BORIE (DD 215)	CALLAGHAN (DD 792)	CHEV (DD 106)	CORMORANT (AR 133)
ANTHONY (DD 515)	BEAL (AG 29)	BORUM (DD 790)	CALVERT (AO 32)	CHICAGO (CA 136)	CORREGIDOR (CVE 58)
ANTLETAM (CV 36)	BEAR (AG 29)	BOSTON (CA 69)	CAMBRIA (APA 36)	CHICAGO (CA 29)	CORRY (DD 463)
ANZIO (CVE 57)	BEARSS (DD 654)	BOTTINEAU (APA 235)	CAMP (DE 251)	CHICOPEE (AO 34)	CORSON (APV 37)
APOGON (SS 308)	BEATTY (DD 640)	BOULGAINVILLE (CVL 100)	CANBERRA (CA 70)	CHILDS (AVD 1)	CORVUS (AKA 26)
APPALACHIAN (AGC 1)	BEAUFORT (PF 60)	BOULDER VICTORY (AK 227)	CANOPUS (AS 9)	CHILTON (APA 38)	COTTEN (DD 669)
APPLING (APA 58)	BEAUMONT (PG 60)	BOWDITCH (AGS 4)	CAPE ESPERANCE (CVE 88)	CHIWAWA (AO 68)	COULAC (ARS 8)
ARCADIA (AD 23)	BEAVER (AG 19)	BOWFIN (SS 287)	CAPE GLOUCESTER (CVE 109)	CHOWANOC (ATF 100)	COWELL (DD 547)
ARCHERFISH (SS 311)	BEBAS (DE 10)	BOYLE (DD 644)	CAPEL (AK 13)	CHRISTOPHER (DE 100)	COWIE (DMS 39)
ARCTURUS (AKA 1)	BEDFORD VICTORY (AK 231)	BRACKETT (DE 41)	CAPERTON (DD 650)	CHUB (SS 329)	COWPENS (CVL 25)
ARD-29	BEGOR (APD 127)	BRADFORD (DD 545)	CAPITAINE (SS 336)	CIMARRON (AO 22)	CRENSHAW (APA 76)
ARGONAUT (SS 475)	BELKNAP (APD 34)	BRANE (DD 630)	CAPPS (DD 550)	CINCINNATI (CL 6)	CRESCENT CITY (APA 21)
ARGONINE (AG 31)	BELL (DD 587)	BRANT (AMS 43)	CAPRICORNUS (AKA 57)	CIRCE (AKA 25)	CREVALLE (SS 291)
ARIEL (AF 22)	BELLAIR (AKA 3)	BRAXTON (APA 138)	CARD (CVE 11)	CLAMP (ARS 33)	CROAKER (SS 246)
ARISTAEUS (ARB 1)	BELLE GROVE (LSD 2)	BRAY (APD 139)	CARLSON (DE 9)	CARTER HALL (DD 171)	CROATAN (CVE 25)
ARIZONA (BB 39)	BELLE WOOD (CVL 24)	BRAZOS (AO 4)	CARMICK (DMS 33)	CARTER HALL (DD 171)	
ARKANSAS (BB 33)	BENEVOLENCE (AH 13)		CARP (SS 338)		
ARNEB (APA 56)	BENHAM (DD 379)		CARPELLOTTI (APD 136)		
ASHEVILLE (PF 1)	BENHAM (DD 796)		CARROLL (DE 171)		
	BENNER (DDR 807)		CARTER HALL (DD 171)		

CRONIN (DE 704)
 CROSBY (APD 17)
 CROSSBILL (AMS 45)
 CULLMAN (APA 78)
 CUMBERLAND SOUND
 (AV 17)
 CUMMINGS (DD 365)
 CURLEW (AMS 8)
 CURRIER (DE 700)
 CURRITUCK (AV 7)
 CURTIS (AV 4)
 CUSHING (DD 797)
 CUSTER (APA 40)
 CUTTLEFISH (SS 171)
 DACE (SS 247)
 DALE (DD 353)
 DALY (DD 519)
 DAMATO (DD 871)
 DAMON M. CUMMINGS
 (DE 643)
 DANIEL A. JOY
 (DE 585)
 DANIEL T. GRIFFIN
 (APD 38)
 DARBY (DE 218)
 DARTER (SS 227)
 DASHIELL (DD 659)
 DAUNTLESS (PG 61)
 DAUPHIN (APA 97)
 DAVID W. TAYLOR
 (DD 551)
 DAVIS (DD 395)
 DAY (DD 225)
 DAYTON (CL 105)
 DECATUR (DD 341)
 DEHAVEN (DD 469)
 DELTA (AR 9)
 DENOBOLA (AD 12)
 DENNIS (DE 405)
 DENNIS J. BUCKLEY
 (DE 808)
 DENVER (CL 58)
 DETROIT (CL 8)
 DEVILFISH (SS 292)
 DEWEY (DD 349)
 DEXTROUS (AM 341)
 DIACHENKO (APD 123)
 DICKERSON (APD 21)
 DIXIE (AD 14)
 DOBBIN (AD 3)
 DONALD W. WOLF
 (APD 129)
 DONEFF (DE 49)
 DONNELL (DE 56)
 DONNER (LSD 20)
 DOROTHEA L. DIX
 (APA 67)
 DORSEY (DMS 1)
 DORTCH (DD 670)
 DOUGLAS H. FOX
 (DD 779)
 DOWNES (DD 375)
 DOYEN (APA 1)
 DOYLE (DM 34)
 DOYLE C. BARNES
 (DE 353)
 DRAYTON (DD 366)
 DREW (APA 152)
 DREXLER (DD 741)
 DUFFY (DE 27)
 DRUM (SS 228)
 DULUTH (CL 37)
 DUNCAN (DD 485)
 DUNLAP (DD 384)
 DUPAGE (APA 41)
 DUPONT (AG 80)
 DURIK (DE 666)
 DYESS (DD 880)
 DYSON (DD 572)
 EAGLE BOATS OF
 WORLD WAR II
 EARLE K. OLSEN
 (DE 765)
 EASTLAND (APA 163)
 EASTON (DD 510)
 EBERLE (DD 430)
 EDISON (DD 439)
 EDISTO (AGB 2)
 EDMONDS (DE 406)
 EDSALL (DD 219)
 EDWARD C. DALY
 (DD 17)
 EDWARD H. ALLEN
 (DE 531)
 EDWARD RUTLEDGE
 (AP 52)
 EISNER (DE 192)
 ELDEN (DE 264)
 ELDORADO (AGC 11)
 ELDRIDGE (DE 173)
 ELECTRA (AKA 4)
 ELLET (DD 398)
 ELLIOT (DMS 4)
 ELLIS (AG 115)
 ELLYSON (DMS 19)
 ELMORE (APA 42)
 ELOKOMIN (AO 55)
 EL PASO (PF 41)
 EMERY (DE 28)
 EMMONS (DMS 22)
 ENDICOTT (DMS 35)
 ENDYMION (AR 9)
 ENGLAND (DE 635)
 ENGLISH (DD 696)
 ENGSTROM (DE 50)
 ENTEMEDOR (SS 340)
 ENTERPRISE (CV 6)
 EPPING FOREST
 (LSD 4)
 ERBEN (DD 631)
 ERICSSON (DD 440)
 ERIE (PG 50)
 ESCALANTE (CAO 70)
 ERNEST G. SMALL
 (DD 838)
 ESCOLAR (SS 294)
 ESSEX (CV 9)
 ESTES (AGC 12)
 ETLAH (AN 79)
 EUGENE (PF 40)
 EUGENE E. ELMORE
 (DE 686)
 EUROPA (AP 177)
 EURYALE (AS 22)
 EVANS (DD 552)
 EVERSOLE (DE 404)
 FALGOUT (DE 324)
 FALL RIVER (CA 131)
 FANSHAW BAY (CVE 70)
 FANNING (DD 385)
 FARENHOLT (DD 491)
 FARGO (CL 106)
 FARQUHAR (DD 139)
 FARRAGUT (DD 348)
 FAYETTE (APA 43)
 FECHTELDER (DE 157)
 FILLMORE (APA 83)
 FINCH (AM 9)
 FITCH (DMS 25)
 FLAHERTY (DE 135)
 FLASHER (SS 249)
 FLETCHER (DD 445)
 FLICKER (AMS 9)
 FLINT (CL 97)
 FLOUNDER (SS 251)
 FLYING FISH (SS 229)
 FOND DU LAC
 (APA 166)
 FOOTE (DD 511)
 FOREST (DMS 24)
 FOREMAN (DE 633)
 FORESTER (DE 334)
 FOSS (DE 59)
 FRANCIS M. ROBIN-
 SON (DE 220)
 FRANKFORD (DD 497)
 FRANK KNOX (DD 742)
 FRANKLIN (CV 13)
 FRANKLIN D. ROOSE-
 VELT (CV 42)
 FRANKS (DD 554)
 FRAZIER (DD 607)
 FREDERICK C. DAVIS
 (DE 136)
 FRED T. BERRY
 (DDE 858)
 FREDERICK FUNSTON
 (APA 89)
 FREMONT (APA 44)
 FREESTONE (APA 167)
 FRESNO (CL 121)
 FULMAN (DD 474)
 FULLER (APA 7)
 FULTON (AS 11)
 GADSDEN (AK 182)
 GAINARD (DD 706)
 GALLATIN (APA 169)
 GAMBIER BAY
 (CVE 73)
 GANSEVOORT (DD 608)
 GAR (SS 206)
 GATLING (DD 671)
 GATO (SS 212)
 GEAR (ARS 34)
 GEARING (DD 710)
 GEN. A. E. ANDERSON
 (AP 111)
 GEN. C. G. MORTON
 (AP 138)
 GEN. D. E. AULTMAN
 (AP 156)
 GEN. E. T. COLLINS
 (AP 147)
 GEN. G. M. RANDALL
 (AP 115)
 GEN. HARRY TAYLOR
 (AP 145)
 GEN. H. W. BUTNER
 (AP 113)
 GEN. J. C. BRECKIN-
 RIDGE (AP 176)
 GEN. J. H. McRAE
 (AP 149)
 GEN. JOHN POPE
 (AP 110)
 GEN. M. C. MEIGS
 (AP 116)
 GEN. M. L. HERSEY
 (AP 148)
 GEN. R. E. CALLAN
 (AP 139)
 GEN. W. A. MANN
 (AP 112)
 GEN. W. H. GORDON
 (AP 117)
 GEN. W. F. HASE
 (AP 146)
 GEN. WM. MITCHELL
 (AP 114)
 GEN. WM. WEIGEL
 (AP 119)
 GEN. W. M. BLACK
 (AP 135)
 GEORGE A. JOHNSON
 (DE 583)
 GEORGE CLYMER
 (APA 27)
 GEORGE E. BADGER
 (APD 33)
 GEORGE F. ELLIOTT
 (AP 105)
 GEORGE K. MACKEN-
 ZIE (DD 856)
 GERARDI (DMS 30)
 GILBERT ISLANDS
 (CVE 107)
 GILLIAM (APA 57)
 GILLESPIE (DD 609)
 GILLIGAN (DE 508)
 GILMER (APD 11)
 GLEAVES (DD 423)
 GLENDALE (PF 36)
 GLENNON (DD 840)
 GLYNN (APA 239)
 GOFF (DD 247)
 GOLDSBOROUGH
 (DD 188)
 GOLET (SS 361)
 GOODRICH (DD 831)
 GRAND ISLAND (PF-14)
 GRAND RAPIDS
 (PF 31)
 GRASP (ARS 24)
 GRAYBACK (SS 208)
 GRAYDON (DD 435)
 GREBE (AT 134)
 GREER (DD 145)
 GREGORY (APD 3)
 GREGORY (DD 802)
 GREENLING (SS 213)
 GREENWICH BAY
 (AVP 41)
 GREENWOOD (DE 679)
 GRENNADIER (SS 210)
 GRIDLEY (DD 380)
 GRISWOLD (DE 7)
 GROTON (PF 29)
 GROWLER (SS 215)
 GUADALCANAL
 (CVE 60)
 GUADALUPE (AO 32)
 GUAM (CB 2)
 GUARDFISH (SS 217)
 GUDGEON (SS 211)
 GUEST (DD 472)
 GUILFORD (APA 112)
 GULL (AMS 16)
 GUNNEL (SS 253)
 GUNSTON HALL
 (LSD 5)
 GURNARD (SS 254)
 GWIN (DM 33)
 GWIN (DD 433)
 HAAS (DE 424)
 HACKLEBACK (SS 295)
 HADDO (SS 255)
 HADDOCK (SS 231)
 HAGGARD (DD 555)
 HAINES (APD 84)
 HALE (DD 133)
 HALE (DD 642)
 HALF MOON (AVP 26)
 HALFORD (DD 480)
 HALIBUT (SS 232)
 HALL (DD 583)
 HALLIGAN (DD 584)
 HALSEY POWELL
 (DD 686)
 HAMILTON (DMS 20)
 HAMILTON (AG 111)
 HAMLIN (AV 15)
 HAMMANN (DD 412)
 HAMMERHEAD (SS 364)
 HAMUL (AD 20)
 HANCOCK (CV 19)
 HANSFORD (APA 106)
 HANK (DD 702)
 HANNA (DE 449)
 HANOVER (APA 116)
 HARADEN (DD 585)
 HARDER (SS 257)
 HARDING (DMS 28)
 HARLAN R. DICKSON
 (DD 708)
 HAROLD J. ELLISON
 (DD 864)
 HARRIS (APA 2)
 HARRY E. HUBBARD
 (DD 748)
 HARRY F. BAUER
 (DM 26)
 HARRY LEE (APA 10)
 HARTFORD (IX 13)
 HARWOOD (DD 861)
 HAVERFIELD (DE 393)
 HAWKBILL (SS 366)
 HAWKINS (DD 873)
 HAYNSWORTH
 (DD 700)
 HAZELWOOD (DD 531)
 HEERMANN (DD 532)
 HELENA (CL 50)
 HELENA (CA 75)
 HELM (DD 388)
 HENDERSON (DD 785)
 HENLEY (DD 391)
 HENLEY (DD 762)
 HENRICO (APA 45)
 HENRY A. WILEY
 (DM 29)
 HENRY W. TUCKER
 (DD 875)
 HERALD OF THE
 MORNING (AP 173)
 HERBERT C. JONES
 (DE 137)
 HERMITAGE (AP 54)
 HERRING (SS 233)
 HEYLINGER (DE 510)
 HEYWOOD (APA 6)
 HEYWOOD & ED-
 WARDS (DD 663)
 HICKOX (DD 673)
 HIGBEE (DD 806)
 HILARY P. JONES
 (DD 427)
 HILL (DE 141)
 HILO (AGP 2)
 HILSDALE (APA 120)
 HISSEM (DE 400)
 HOBBY (DD 610)
 HOBSON (DMS 26)
 HOE (SS 258)
 HOEL (DD 533)
 HOGGATT BAY
 (CVE 75)
 HOLER (DE 401)
 HOLLAND (AG 181)
 HOLLISTER (DD 788)
 HONOLULU (CL 48)
 HOPPING (APD 51)
 HORNET (CV 12)
 HOUSTON (CA 30)
 HOUSTON (CL 81)
 HOVEY (DMS 11)
 HOWORTH (DD 592)
 HUDSON (DD 475)
 HUGHES (DD 410)
 HUGH PURVIS (DD 709)
 HUGH W. HADLEY
 (DD 774)
 HULBERT (DD 342)
 HULL (DD 350)
 HUNT (DD 674)
 HUNTER LIGGETT
 (APA 14)
 HUNTINGTON
 (CL 107)
 HURON (PF 19)
 HUSE (DE 145)
 HUTCHINS (DD 476)
 HYDROGRAPHER
 (AGS 2)
 HYMAN (DD 732)
 ICEFISH (SS 367)
 IDAHO (BB 42)
 INCH (DE 146)
 INDEPENDENCE
 (CVL 22)
 INDIANA (BB 58)
 INDIANAPOLIS
 (CA 35)
 INGERSOLL (DD 652)
 INGRAHAM (DD 694)
 INTREPID (CV 11)
 IOWA (BB 61)
 IRWIN (DD 794)
 ISHERWOOD (DD 520)
 IZARD (DD 589)
 JACK (SS 259)
 JACK MILLER (DE 410)
 JACOB JONES (DD 130)
 JAMES C. OWENS
 (DD 776)
 JAMES O'HARA
 (APA 90)
 JARVIS (DD 393)
 JARVIS (DD 799)
 J. DOUGLAS BLACK-
 WOOD (DE 219)
 JENKINS (DD 447)
 J. FRANKLIN BELI
 (APA 16)
 J. FRED TALBOTT
 (AG 81)
 JOHN A. BOLE
 (DD 755)
 JOHN C. BUTLER
 (DE 339)
 JOHN D. FORD
 (AG 119)
 JOHN D. HENLEY
 (DD 553)
 JOHN HOOD (DD 655)
 JOHNNIE HUTCHINS
 (DE 360)
 JOHN R. PIERCE
 (DD 753)
 JOHN W. WEEKS
 (DD 701)
 JOHNSTON (DD 821)
 JOHNSTON (DD 557)
 JORDAN (DE 204)
 JOSEPH P. KENNEDY
 (DD 850)
 JOURT (DD 396)
 JUNEAU (CL 119)
 JUNEAU (CL 52)
 JUPITER (AVS 8)
 J. WILLIAM DITTER
 (DM 31)
 KADASHAN BAY
 (CVE 76)
 KALININ BAY (CVE 68)
 KANAWHA (AO 31)
 KANKAKEE (AO 39)
 KASABA BAY (CVE 69)
 KASKASKIA (AO 27)
 KEARNY (DD 432)
 KEARSARGE (CV 33)
 KENNETH D. BAILEY
 (DD 713)
 KIDD (DD 661)
 KILLEN (DD 593)
 KIMBERLY (DD 521)
 KING (DD 242)
 KINGFISH (SS 234)
 KIRKPATRICK (DE 318)
 KITE (AMS 22)
 KITKUN BAY (CVE 71)
 KLEINSMITH (APD 134)
 KNAPP (DD 653)
 KNIGHT (DMS 40)
 KNOX (APA 46)
 KNUDSON (APD 101)
 KRAKEN (SS 370)
 KYNE (DE 744)
 LAFFEY (DD 459)
 LAFFEY (DD 724)
 LAKE CHAMPLAIN
 (CV 39)
 LAMAR (APA 47)
 LAMBERTON (AG 21)
 LANG (DD 399)
 LANGLEY (CVL 27)
 LANSDALE (DD 426)
 LAPON (SS 260)
 LA PORTE (APA 151)
 LAPWING (AMS 48)
 LASSEN (AE 3)
 LAS VEGAS VICTORY
 (AK 229)
 LAUB (DD 613)
 LAVALLETTE (DD 448)
 LAWS (DD 558)
 LCI 465
 LCI 615
 LCI (G) 77
 LCI (G) 580
 LCI (L) 236
 LCI (L) 538
 LCI (L) 564
 LCI (L) 581
 LCI (L) 583
 LCI (L) 606
 LCI (L) 688
 LCI (L) 689
 LCI (L) 734
 LCI (L) 737
 LCI (L) 746
 LCI (L) 748
 LCI (L) 750
 LCI (L) 753
 LCI (L) 869
 LCI (L) 1018
 LCI (L) 1060
 LCI (L) 1067
 LCI (L) 1085
 LCI (L) 1093
 LCI (L) 1095
 LCS (L) 25
 LCS (L) 57
 LEARY (DD 158)
 LEARY (DD 879)
 LEEDSTOWN (AP 73)
 LE HARDY (DE 20)
 LE JEUNE (AP 74)
 LENOIR (AKA 74)
 LEOK (AKA 60)
 LEVY (DE 162)
 LEXINGTON (CV 16)
 LEYIE (CV 32)
 LIDDLE (APD 60)
 LINDENWALD (LSD 6)
 LINDSEY (DM 32)
 LIONFISH (SS 298)
 LISCOMBE BAY (CVE 56)
 LITTLE (APD 4)
 LITTLE ROCK (CL 92)
 LIVERMORE (DD 429)
 LOBERG (DD 759)
 LOGAN (APA 196)
 LOGGERHEAD (SS 374)
 LONG (DMS 12)
 LONG BEACH (PF 34)
 LONG ISLAND (CVE 1)
 LONGSHAW (DD 559)
 LORIKET (AMS 49)
 LOS ANGELES (CA 135)
 LOUISVILLE (CA 28)
 LOVELACE (DE 198)
 LOWE (DE 325)
 LOWRY (DD 770)
 LSM 20
 LSM 158
 LSM 175
 LSM 193
 LSMR 192
 LST 32
 LST 52
 LST 122
 LST 166
 LST 172
 LST 172
 LST 220
 LST 264
 LST 273
 LST 283
 LST 285
 LST 291
 LST 327
 LST 339
 LST 343
 LST 344
 LST 345
 LST 355
 LST 357
 LST 379
 LST 389
 LST 393
 LST 460
 LST 469
 LST 497
 LST 523
 LST 559
 LST 601
 LST 620
 LST 648
 LST 692
 LST 720
 LST 722
 LST 735
 LST 742
 LST 768
 LST 799
 LST 804
 LST 878
 LST 902
 LST 947
 LST 983
 LST 1014
 LST 1106
 LST 1106
 LUCE (DD 522)
 LUDLOW (DD 438)
 LUMEN (AKA 30)
 LUNGA POINT (CVE 94)
 LYCOMING (APD 155)
 MAC DONOUGH (DD
 351)
 MACON (CA 132)

MADDOX (DD 622)
MADDOX (DD 731)
MAGOFFIN (APA 199)
MAJOR (DE 796)
MAKIN ISLAND (CVE 93)
MALLARD (ASR 4)
MALOY (DE 791)
MANATEE (AO 58)
MANCHESTER (CL 83)
MANGO (AN 24)
MANILA BAY (CVE 61)
MANNERT L. ABELE (DD 733)
MARBLEHEAD (CL 12)
MARCUS ISLAND (CVE 77)
MARIAS (AO 57)
MARKAB (AD 21)
MARYLAND (BB 46)
MARYLAND (Renamed FREDERICK) (CA 8)
MASON (DE 529)
MASSACHUSETTS (BB 59)
MASSEY (DD 778)
MATANIKAU (CVE 101)
MATTHEWS (AKA 96)
MATTAPONI (AO 41)
MAUI (ARG 8)
MAURICE J. MANUEL (DE 351)
MAURY (DD 401)
MAYO (DD 422)
MAYRANT (DD 402)
MC CALLA (DD 488)
MC COOK (DMS 36)
MC CORD (DD 534)
MC COY REYNOLDS (DE 440)
MC DERMOT (DD 677)
MC DOUGAL (AG 126)
MC FARLAND (DD 237)
MC GOWAN (DD 678)
MC LANAHAM (DD 615)
MC NAIR (DD 679)
MELETTE (APA 156)
MELVILLE (AD 2)
MELVIN (DD 680)
MEMPHIS (CL 13)
MENGES (DE 320)
MEREDITH (DD 434)
MERRICK (AKA 97)
MERTZ (DD 691)
MERVINE (DMS 31)
MIAMI (CL 89)
MIANTONMAH (CM 10)
MIDWAY (CVB 41)
MILWAUKEE (CL 5)
MINDANAO (CL 5)
MINDORO (CVE 12)
MINGO (SS 261)
MINNEAPOLIS (CA 36)
MISSION BAY (CVE 59)
MISSISSINIEWA (AO 59)
MISSISSIPPI (BB 41)
MISSOURI (BB 43)
MIZPAH (PY 29)
MOALE (DD 493)
MOBILE (CL 63)
MOBJACK (AGP 7)
MOCKING BIRD (AMS 27)
MOFFETT (DD 362)
MONA ISLAND (ARG 9)
MONONGAHELA (AO 42)
MONROVIA (APA 31)
MONSIEU (DD 798)
MONTAGUE (AKA 98)
MONTEREY (CVL 26)
MONTGOMERY (DD 17)
MONTROU (APA 101)
MONTPELIER (CL 57)
MONTROSE (APA 212)
MORRIS (DD 417)
MORRISON (DD 560)
MOTOR TORPEDO BOATS
MOUNT MCKINLEY (AGC 7)
MOUNT OLYMPUS (AGC 8)
MOUNT VERNON (AP 22)
MUGFORD (DD 389)
MULLANY (DD 528)
MURPHY (DD 603)
MURRAY (DD 576)
MUSTIN (DD 413)
NARWHAL (SS 167)
NASHVILLE (CL 43)
NATCHEZ (PF 2)
NATOMA BAY (CVE 62)
NAUBURG (AN 84)
NAUTILUS (SS 168)
NAVARRO (APA 215)
NECHES (AO 5)
NEHEMIAH BAY (CVE 74)
NEOSHO (AO 23)
NESTER (ARG 6)
NEUENDORF (DE 200)
NEVADA (BB 36)
NEVILLE (APA 9)
NEW (DD 818)
NEW BEDFORD (PF 71)
NEWCOMB (DD 586)
NEWELL (DE 322)
NEW HANOVER (AKA 73)
NEW JERSEY (BB 62)
NEW MEXICO (BB 40)
NEW ORLEANS (CA 32)
NEWPORT NEWS (CA 148)
NEW YORK (BB 34)
NIAGARA (AGP 1)
NICHOLAS (DD 449)
NICHOLSON (DD 442)
NIGHTINGALE (AMS 50)
NIORBARA (AO 72)
NITRO (AE 2)
NOBLE (APA 218)
NORMAN SCOTLAND (DD 690)
NORTH CAROLINA (BB 55)
NORTHAMPTON (CA 26)
NORTON SOUND (AV 11)
OAKLAND (CL 95)
O'BANINON (DD 450)
OBERON (AKA 14)
O'BRIEN (DD 725)
OCEANOGRAPHER (AGS 3)
OCOONTO (APA 187)
ODAX (SS 484)
OGLALA (ARG 1)
OGLETHORPE (AKA 100)
OKLAHOMA (BB 37)
OLYMPIA (IX 40)
OMAHA (CL 4)
ORANGE (PF 43)
ORCA (APV 49)
OREGON (IX 22)
OREGON CITY (CA 122)
ORION (AS 18)
ORLANDO (PF 99)
ORMSBY (APA 49)
OSBERG (DE 538)
OSPREY (AMS 28)
OSTARA (AKA 33)
OTTAWA (AKA 101)
OTTER (DE 210)
OTTERSTETER (DE 244)
OWEN (DD 536)
PADUCAH (PG 18)
PALAU (CVE 122)
PANDA (IX 125)
PARGO (SS 264)
PARKER (DD 604)
PARKS (DE 708)
PARLIE (DE 708)
PARTRIDGE (ATO 138)
PASADENA (CL 65)
PATHFINDER (AGS 1)
PATTERSON (DE 392)
PAUL JONES (AG 120)
PC 546
PC 581
PC 615
PC 1202
PC 1209
PC 1588
PC 874
PCS 1405
PC 1450
PEARY (DD 226)
PECOS (AO 65)
PEIFFER (DE 588)
PELIAS (AS 14)
PELICAN (AMS 32)
PENNSYLVANIA (BB 38)
PENSACOLA (CA 24)
PEORIA (PF 67)
PERCH (SS 313)
PERKINS (DD 377)
PERMIT (SS 178)
PERRY (DD 844)
PETERSON (DE 152)
PETO (SS 265)
PETROF BAY (CVE 80)
PGM 23
PGM 24
PGM 29
PGM 31
PHAON (ARB 3)
PHELPS (DD 360)
PHILADELPHIA (CL 41)
PHILIP (DD 498)
PHILIPPINE SEA (CV 47)
PHEONIX (CL 46)
PICKEREL (SS 177)
PICKING (DD 685)
PICUDA (SS 382)
PIEDMONT (AD 17)
PIERCE (APA 50)
PIGEON (ASR 6)
PIKE (SS 173)
PILLSBURY (DD 227)
PILOT (AM 104)
PILOTFISH (SS 386)
PINE ISLAND (AV 12)
PINKNEY (APV 2)
PIONEER (AM 105)
PITTSBURGH (CA 72)
PLAICE (SS 390)
PLATTE (AO 24)
PLUNGER (SS 179)
PLUNKETT (DD 431)
POCHARD (AM 375)
POCONO (AGC 16)
POMODON (SS 486)
POPE (DE 134)
POPE (DD 225)
PORPOISE (SS 172)
PORTER (DD 800)
PORTERFIELD (DD 682)
PORTLAND (CA 33)
PORTSMOUTH (CL 102)
POWER (DD 839)
PRAIRIE (AD 15)
PRESIDENT ADAMS (APA 19)
PRESIDENT JACKSON (APA 18)
PRESIDENTIAL YACHTS
PRESQUE ISLE (APB 44)
PRESTON (DD 379)
PRESTON (DD 795)
PRIDE (DE 323)
PRINCETON (CV 37)
PRINCETON (CVL 23)
PRINCE WILLIAM (CVE 31)
PRINGLE (DD 477)
PROMETHEUS (AR 3)
PROTON (AKS 28)
PROVIDENCE (CL 82)
PURDY (DD 734)
PUTMAN (DD 757)
QUAIL (AM 377)
QUEENFISH (SS 393)
QUICK (DMS 32)
QUILLBACK (SS 424)
QUINCY (CA 39)
QUINCY (CA 71)
RADFORD (DD 446)
RAINIER (AE 5)
RALEIGH (CL 7)
RALL (DE 304)
RALPH TALBOT (DD 390)
RAMSAY (AG 98)
RAMSDEN (DE 382)
RANDOLPH (CV 15)
RANGER (CV 41)
RASHER (SS 269)
RATHBURN (DE 113)
RATON (SS 270)
RAY (SS 271)
RAYMOND (DE 341)
READING (PF 66)
REDFISH (SS 395)
RED OAK VICTORY (AK 235)
REID (DD 369)
REINA MERCEDES (IX 25)
REMY (DD 688)
RENDOVA (CVE 114)
RENO (CL 96)
RENSHAW (DD 499)
REPOSE (AH 16)
REQUIN (SS 481)
RESCUE (AH 18)
REUBEN JAMES (DD 245)
RHODES (DE 384)
RICH (DD 695)
RICH (DD 802)
RICHEY (DE 385)
RICHMOND (CL 9)
RIDDLE (DE 185)
RIGEL (AR 11)
RINEHART (DE 196)
RIXEY (APV 3)
RIZZI (DE 537)
ROANOKE (CL 145)
ROBALO (SS 273)
ROBERT F. KELLER (DE 419)
ROBERT H. SMITH (DM 23)
ROBERT L. WILSON (DD 847)
ROCHESTER (CA 124)
ROCHESTER (Old Cruiser CA 2)
ROCKY MOUNT (AGC 3)
ROGERS (DD 876)
ROLETTE (AKA 99)
ROMBACH (DE 364)
RONQUIL (SS 396)
ROOKS (DD 804)
ROPER (APD 20)
ROSS (DD 563)
ROWAN (DD 782)
ROWE (DD 564)
ROY O. HALL (DE 336)
RUNNER (SS 275)
RUSHMORE (LSD 14)
RUSSELL (DD 414)
S 24 (SS 129)
S 44 (SS 155)
SACRAMENTO (PG 19)
SAGE (AM 111)
SAGINAW BAY (CVE 82)
SAILFISH (SS 192)
SAINT AUGUSTINE (PG 54)
SAINT LO (CVE 43)
SAINT LOUIS (CL 49)
SAINT PAUL (CA 73)
SAIPAN (CVL 48)
SALAMAU (CVE 96)
SALMON (SS 182)
SALT LAKE CITY (CA 25)
SAMARITAN (AH 10)
SAMUEL CHASE (APA 26)
SAMUEL B. ROBERTS (DE 413)
SAMUEL S. MILES (DE 183)
SAN BERNARDINO (PG 59)
SAN DIEGO (CL 53)
SANDOVAL (APA 194)
SANDS (APD 13)
SAN FRANCISCO (CA 38)
SANGAMON (CVE 26)
SAN JACINTO (CVL 30)
SAN JUAN (CL 54)
SAN MARCOS (LSD 25)
SAN PEDRO (PF 37)
SANTA FE (CL 60)
SANTÉE (CVE 29)
SAPPHIRE (PVC 3)
SARATOGA (CV 2)
SARGO (SS 188)
SARITA (AKA 39)
SATTERLEE (DD 626)
SAUFLEY (DD 465)
SAVANNAH (CL 42)
SAVO ISLAND (CVE 78)
SC 1277
SC 1358
SC 1361
SCAMP (SS 277)
SCHMITT (APD 76)
SCORPION (SS 278)
SCURRY (AM 304)
SEA CLOUD (IX 99)
SEA DOG (SS 401)
SEA DRAGON (SS 194)
SEAL (SS 183)
SEA RAVEN (SS 196)
SEA ROBIN (SS 407)
SEATTLE (IX 39)
SEA WOLF (SS 197)
SEDFRISTROM (DE 31)
SELFSTRIDE (SS 420)
SELLSTROM (DE 255)
SEMINOLE (AT 65)
SEMINOLE (AKA 104)
SENNIET (SS 408)
SHAD (SS 235)
SHADWELL (LSD 15)
SHAMROCK BAY (CVE 84)
SHANGRI LA (CV 38)
SHANNON (DM 25)
SHARK (SS 314)
SHASTA (AE 6)
SHAW (DD 373)
SHEA (DM 30)
SHELBY (APA 105)
SHELDRAKE (AM 62)
SHELTON (DE 407)
SHERIDAN (APA 51)
SHIELDS (DD 596)
SIBONEY (CVE 112)
SICILY (CVE 118)
SINDONIA (AKA 42)
SIERRA (AD 18)
SIGOURNEY (DD 643)
SILVERSIDES (SS 234)
SILVERSTEIN (DE 534)
SISAGO (SS 485)
SISKIN (AMS 58)
SITKA (APA 113)
SITKOH BAY (CVE 86)
SKATE (SS 305)
SKIPJACK (SS 184)
SMALLEY (DD 565)
SMITH (DD 378)
SNOOK (DD 279)
SNOWDEN (DE 246)
SOLACE (AH 5)
SOLOMONS (CVE 67)
SOMER (DD 381)
SONOMA (ATO 12)
SOUTHARD (DMS 10)
SOUTH DAKOTA (BB 57)
SOUTHERN SEAS (PY 32)
SPANGENBERG (DE 223)
SPEARFISH (SS 190)
SPENCE (DD 512)
SPERRY (AS 12)
SPERKFISH (SS 404)
SPOKANE (CL 120)
SPRINGFIELD (CL 66)
SPROSTON (DD 577)
STACK (DD 406)
STADFIELD (DE 29)
STANLEY (DD 478)
STANLEY BAY (CVE 87)
STEELHEAD (SS 280)
STEMBEL (DD 644)
STERET (DD 407)
STERLET (SS 392)
STEWART (DD 224)
STOCKDALE (DE 399)
STOCKHAM (DE 683)
STORMS (DD 780)
STRAUB (DE 181)
STRIVE (AM 117)
STRONG (DD 467)
STRONG (DD 758)
STURTEVANT (DE 239)
SUMNER (AGS 5)
SUNFISH (SS 281)
SUSAN B. ANTHONY (AP 72)
SUWANNEE (CVE 27)
SWORDFISH (SS 193)
SYMBOL (AM 123)
TABBERER (DE 418)
TALLADEGA (APA 208)
TAMBOUR (SS 198)
TANG (SS 306)
TARAWA (CV 40)
TARPOON (SS 175)
TAUSSIG (DD 746)
TAUTOG (SS 199)
TELFORD (DD 468)
TELFAR (APA 210)
TENNESSEE (BB 43)
TERROR (CM 5)
TERRY (DD 513)
TEXAS (BB 35)
THADDEUS PARKER (DE 369)
THE SULLIVANS (DD 537)
THOMAS E. FRASER (DM 24)
THOMAS JEFFERSON (APA 30)
THOMAS F. NICKEL (DE 587)
THRASSER (SS 200)
THUBAN (AKA 19)
TICONDEROGA (CV 14)
TIDE (AM 125)
TIRANTE (SS 420)
TOKEN (AM 126)
TOLEDO (CA 133)
TOLMAN (DM 28)
TOMAHAWK (AO 88)
TOPEKA (CL 67)
TORO (SS 422)
TOUCAN (AM 387)
TOWHEE (AM 388)
TRATHEN (DD 530)
TRENTON (CL 11)
TRIGGER (SS 237)
TRINITY (AO 13)
TRIPE (DD 403)
TRIUMPH (AM 323)
TROUT (SS 202)
TROY (ex SS MINNESOTA TRUITA (SS 421)
TRYON (APH 1)
TUCKER (DD 374)
TUCSON (CL 98)
TULAGI (CVE 72)
TUMULT (AM 127)
TURNER (DD 648)
TUSCALOOSA (CA 37)
TWIGGS (DD 591)
TYRELL (AKA 80)
UHLMANN (DD 687)
UNDERHILL (DE 682)
UNITED STATES (Frigate) U. S. GRANT (AP 29)
UTAH (AG 16)
UVALDE (AKA 88)
VALCOUR (APV 55)
VALLEY FORGE (CV 45)
VESOLE (DD 878)
VICTOR (AH 5)
VILVUSIUS (AE 15)
VICKSBURG (CL 86)
VINCENNES (CA 44)
VINCENNES (CL 64)
VOGELGESANG (DD 862)
VULCAN (AR 5)
WADLEIGH (DD 689)
WADSWORTH (DD 516)
WAHOO (SS 238)
WAKE (PY 1)
WAKE ISLAND (CVE 65)
WALKE (DD 723)
WALKE (DD 416)
WALKER (DD 517)
WALLER (DD 466)
WALTON (DE 361)
WARD (AP 16)
WARRINGTON (DD 383)
WARRINGTON (DD 843)
WASATCH (AGC 9)
WASHBURN (AKA 108)
WASHINGTON (BB 56)
WASWATH (DMS 15)
WASP (CV 7)
WASP (CV 18)
WATERMAN (DE 740)
WATTS (DD 567)
WAUKESHA (AKA 84)
WAYNE (APA 54)
WEISS (APD 135)
WEST POINT (AP 23)
WEST VIRGINIA (BB 48)
WHARTON (AP 7)
WHEATLAND (AKA 85)
WHITE MARSH (LSD 8)
WHIGHITA (CA 45)
WICKES (DD 578)
WILKES (DD 441)
WILKES BARRE (CL 103)
WILLARD KEITH (DD 775)
WILLIAM C. LAWE (DD 763)
WILLIAM D. PORTER (DD 579)
WILLIAM M. WOOD (DD 715)
WILLIAM P. BIDDLE (APA 8)
WILLIAM R. RUSH (DD 714)
WILLIAMSBURG (AGC 369)
WINDHAM BAY (CVE 92)
WINSLOW (AG 127)
WISCONSIN (BB 64)
WISEMAN (DE 667)
WITEK (DD 848)
WOODWORTH (DD 460)
WOOLSEY (DD 437)
WOONSOCKET (PF 32)
WORCESTER (CL 144)
WREN (DD 568)
WRIGHT (CVL 49)
WYANDOTT (AKA 92)
WYFFELS (DE 6)
WYOMING (AG 17)
YANCY (AKA 93)
YMS 98
YMS 119
YMS 164
YMS 287
YMS 365
YMS 449
YORKTOWN (CV 10)
ZANE (DMS 14)
ZELEN (APA 3)
ZELLARS (DD 777)
ZIRCON (PY 16)



Sailors at the Fair

SAILORS at NAS Hutchinson, Kans., took their liberty at a stateside "port" not long ago when they attended the Kansas State Fair.

High on the list of many activities was the afternoon rodeo. Later, the men took in the carnival side-shows, viewed the livestock, homemaking, produce and cooking exhibits, enjoyed the 92-foot double Ferris wheel and knocked over a number of "ducks" at the shooting gallery.

Here are some scenes at the fair:

Upper left: "Tilt-A-Whirl" is given a whirl by (l-to-r) Bill Sargent, YNT3, usn, Janice Stackhouse, Judy Stone and Dick Pahr, ADAN, usn. *Upper right:* Dick and Judy enjoy ride on Ferris wheel. *Right center:* Farm tractor is given the once over. *Lower right:* Janice gets some gunnery advice from her companions. *Lower left:* Quartet strolls along the midway, pondering which event to tackle next.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE FIRST BIG GUNS capable of firing an atomic projectile have been deployed to Europe for use in support of the NATO defense forces there.

The new gun, the 280mm cannon, has a relatively high degree of mobility, long range and a high order of general effectiveness with conventional high-explosive ammunition. These characteristics will prove a useful augmentation in support of the NATO forces. The 280mm gun is also capable of firing atomic ammunition.

An artillery battalion deployed with the guns is the first of several such battalions planned for movement to the European area. All are being assigned to U. S. units already in Europe.

★ ★ ★

AUTOMATIC HEAT CONTROL is featured in the Army's latest addition to its list of cold-weather equipment. The new outfit, called the "climastat suit" is an automatically controlled version of the coldbar suit (ALL HANDS, February 1953, p. 17).

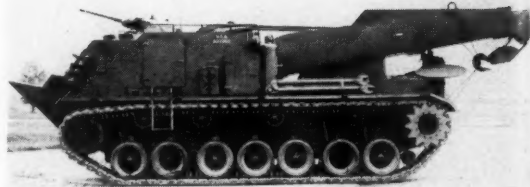
A distinct advantage of the new suit is that it provides a wider range of protection under varying cold-weather conditions than its predecessors. The big difference between the two suits is in the number of layers of plastic insulation and the use of perforations in the new model. Where the coldbar suit has but one layer, the climastat has two. The two layers are arranged and stitched together so that the perforations do not coincide in the separate layers.

Army Quartermaster experts explain that the two layers of plastic insulation with staggered perforations keep the wearer warm by forming an air seal surrounding his body while he is inactive. When the wearer is active, a forced pumping action results, providing ventilation through the holes and ridding the body of excess heat and moisture.

Like the coldbar suit, the climastat outfit can be worn beneath the regulation wind-resistant, water-repellent, field jacket and field trousers. It also has flotation characteristics sufficient to keep a fully equipped man afloat.



ARMY's new type diesel locomotive can be operated in temperatures ranging from -40 to 125 degrees F. Right: 'Bird Dog,' Army's XL-19B observation plane, sets light plane record, climbing 37,063 feet in one hour and 25 minutes.



ARMY'S new tank recovery vehicle, the versatile 60-ton T-51, is expected to be in production by mid-summer.

A TEST PILOT SCHOOL designed to maintain the Air Force's capabilities for experimental flight testing, is now in operation at Edwards Air Force Base, Calif. The school is one of five such schools in the world. Another is operated by the U.S. Navy, the other three by Great Britain, France and Russia.

The school's beginning student is already a skilled pilot. When he graduates, he is fully prepared to test all types of aircraft from helicopters and small liaison planes to heavy jet bombers.

In addition to classroom study and flying, the student visits aircraft industries within the Los Angeles area and confers with aeronautical and design engineers; tours an aeronautical laboratory at Moffett Field near San Francisco; and checks out in the ejection seat and high-altitude pressure chamber at Williams AFB, Ariz. If a pilot fails in either of the check-outs, he is automatically transferred from the school.

Upon completion of the course, some graduates are retained at the Flight Test Center. Others are assigned to the Wright Air Development Center, Dayton, Ohio, or to other activities of the Air Research and Development Command that have billets for test pilots.



THE ARMY'S LARGEST ARTILLERY SHELLS now undergo inspection by a giant X-ray machine called a "Betatron." Since the machine was installed in 1946 at Picatinny Arsenal, N. J.—the Army Ordnance Corps center for ammunition research and development—the Betatron has detected potential "duds" and misfires.

Ordinarily, shells measuring less than six inches in diameter are X-rayed by smaller machines. The larger shells, however, can now be examined more quickly and efficiently by the greater penetrating power of the Betatron.

The 22-million volt Betatron was one of the first of its type to be constructed. A massive instrument, it is surrounded by a wall of concrete six feet thick in some sections. A railroad track facilitates the handling of some of the huge items which are trundled in on railroad cars. A 25-ton traveling crane and a specially rigged truck are used to maneuver the items into the proper position for inspection.

Currently, the main item being X-rayed by the Betatron is the 280mm artillery shell—the conventional high explosive counterpart of the atomic shell that was test-fired in the Nevada desert in May 1953. Special handling gear devised for this type shell has cut the required set-up time by more than half.

Although more than 11 inches of metal and high explosives must be penetrated, any imperfections show up in the radiographs as clearly as they do in medical and dental X-rays.

A radiograph of an 11-inch shell requires half an hour of exposure to the machine's rays to produce a satisfactory image.

Besides the 280mm shell, other large items undergoing inspection include the 240mm shell, the 8-inch shell, the 155mm shell, various warheads, jet-assist take-off units and other large ammunition items.

★ ★ ★

EXPERIMENTAL HOT WEATHER CLOTHING has recently undergone a series of tests in the steaming jungles of the Panama Canal Zone by Army Quartermaster Corps test teams.

Participating in the 37-day program were six enlisted men from the Field Evaluation Agency at Fort Lee, Va., who acted as observer-recorders, and a platoon of about 45 enlisted men of the Caribbean Defense Command, from Fort Sherman, C.Z., who wore the hot weather clothing during the jungle operations.

During the test period, four types of hot weather clothing ensembles were evaluated to determine: the degree of comfort they afforded; readjustability to various levels of body heat produced; protection against scratches and insects; troop preference for use as a combination field and off-duty uniform; durability; and laundering and shrinkage characteristics. The uniforms designated for testing were the "Hot-Wet" (jungle wear) uniform of permeable cotton cloth, a "Hot-Dry" (desert wear) uniform of cotton twill cloth, and two lightweight poplin cloth ensembles which were identical except for their color—tan and green.

Another garment evaluated during the testing was a "Bush Coat," made of lightweight cotton. It resembles the traditional British explorer's tropical jacket.



X-3, built for sustained flights at extremely high speeds, is the Air Force's latest in research aircraft.

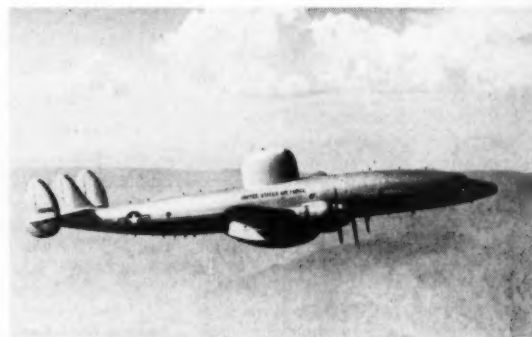
A STILETTO-SHAPED RESEARCH PLANE, newest of the Air Force's experimental aircraft, will soon be turned over to the National Advisory Committee for Aeronautics for further testing. NACA was co-sponsor of the new craft, with the Air Force and Navy.

Designated "X-3," the radically designed "Flying Stiletto" is 66 feet long but has a wing of only 22 feet set well back on its tapered fuselage. Although the gross weight and length of the X-3 slightly exceed those of the familiar DC-3 transport, the wing span is less than the span of the DC-3's tail.

Problems solved in the X-3 design include not only those of aerodynamics but also of new materials and construction methods. One important contribution to the nation's future aircraft has been the development of fabrication and construction techniques using titanium.

The plane is powered by two axial-flow turbojet engines. An artificial cooling system and heavy insulation protect the pilot, instruments and other internal equipment from the blistering temperatures found at high-speed flight.

Instead of armament, the X-3 carries 1200 pounds of research instruments, many of which were specifically made for the airplane. The comprehensive instrumentation includes more than 850 "pin hole" openings which will record pressures over various portions of the airplane. Temperature readings will be registered at 150 points while stresses and air loads will be indicated by 185 gauges.



POWERFUL search radar is carried to high altitudes for line-of-sight surveillance by Air Force's new RC-121C.

LETTERS TO THE EDITOR

Ships' Bell Sheets

SIR: The engineers on my ship were discussing the use of two bell sheets on a ship where two shaft control stands are together. With such a set-up the bell sheet instruction states that one sheet can be used. Some ships use two however.

Must BuShips Manual be followed or can the individual chief engineer use his own judgment?—W. J. K., EN1, USN.

• *It is considered that the Bureau of Ships Manual does not contradict instructions on the bell sheet, and that it shall be left to the discretion of the senior engineer officer as to the use of one or more sheets.*

The following official statements may further clarify:

(1) Instructions on Engineer's Bell Book contain the statement "A single sheet shall be used for all shafts each date except where the control or throttle station arrangements make it impracticable, in which case entries shall be made on the requisite number of separate sheets."

(2) Article 6-53, para. (1) (b), of chapter six of the Bureau of Ships Manual contains the statement "The record for each shaft for each day shall begin on a new sheet, and the day's records for all shafts clipped together and filed as a unit."

(3) Article 1040, in chapter ten, section 4, of Navy Regulations contains the statement "The engineer's bell book . . . shall show, for each shaft to which it pertains, the time . . . the meaning . . . and the revolutions per minute. . . ."—Ed.

Flight Orderly Duty for Waves

SIR: I have been in the Waves for almost three years and would like to be ordered to duty as a flight orderly. However, I have just transferred to a new duty station. Is it possible for me to get such duty?—E. M. M., SN, USN (W).

• BuPers Instruction 1306.10A provides that non-rated enlisted women desiring duty with transport aviation squadrons may submit their requests to the Chief of Naval Personnel (Attention: Pers B211f) via the Commanding Officer after one year of duty within a command.

Therefore you will not be eligible until you have served one year in your new command. In requesting duty with the transport aviation squadrons you must also signify your desire to extend or reenlist.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel Navy Dept., Washington 25, D. C.

Battle Efficiency Awards

SIR: In the past few years I understand the Chief of Naval Operations has given all type commanders the authority to issue Battle Efficiency "E" awards. Since no prize money nor formal recognition of this honor is made by CNO, I would like to know if enlisted personnel are still authorized to wear the "E" on their uniform.—J. F. M., YN3, USN.

• They are not. The Battle Efficiency Competition has been suspended for the competition years 1951-1954 inclusive, therefore, there has been no award of prize money nor Navy Es during the period. Although type commanders have conducted a modified competition within their types, there is no authority for the award of Navy Es to individuals on the winning ships.—Ed.

Evaluation Sheets for EMs Over 35

SIR: What is the purpose of submitting Evaluation Sheets for personnel over 35 years of age? In accordance with Navy Department policy warrant officer appointments are not made to personnel over 35—F.W.C., TEC, USN.

• Correct—however in addition to selecting personnel for Warrant or Commissioned status, the Evaluation Sheets are used to make "selection for special duty" as outlined in BuPers Instruction 1616 of 6 Oct 1952. The matter of the age limit of 35 for advancement is currently under study with a view toward raising this limit.—Ed.

Sea Duty Tour for LDO

SIR: I am a candidate for an LDO commission. If I am appointed, will my previous sea duty as an enlisted man count toward assignment to a shore station billet or will I have to serve a tour of sea duty prior to going ashore?—J.L.C., MMC, USN.

• The needs of the service will determine your first assignment. Your prior enlisted service is taken into consideration. The sea duty tour for Limited Duty Officers is two to three years.—Ed.

Dependents' Travel on Reenlistment

SIR: It is requested that information on the following example of dependent's travel be furnished:

A man is transferred from his permanent duty station to a receiving station for discharge. While at the receiving station, he reenlists, takes reenlistment leave, and elects to report to the receiving station of his choice in accordance with current instructions.

Upon expiration of leave, the man reports to the receiving station, is made available to BuPers for assignment, and is assigned to a permanent duty station. Is the man entitled to receive reimbursement for dependents travel from last permanent duty station to new permanent duty station, or from the place of discharge to home address as indicated in service record at time of discharge?—N. B. B., PN1, USN.

• When an enlisted member, in a pay grade for which transportation for dependents is authorized, reenlists under continuous service (less than three months from date of discharge) he is entitled to transportation for his dependents from his old permanent duty station to his home, provided that travel is performed to his home prior to his reenlistment, and upon his reenlistment, from his home to his new permanent duty station.

However, if travel is not performed prior to his reenlistment, transportation is authorized only from the old permanent duty station to the new permanent duty station.—Ed.

Occupation Service Medal

SIR: Our ship operated out of Japan prior to 27 Apr 1952 (after the Korean Service Medal was authorized). Does the authorization of the Korean Service Medal during this period disqualify the personnel aboard my ship for the Navy Occupation Service Medal?—C.R.C., LTJG, USN.

• Eligibility for the Navy Occupation Service Medal terminated 28 Apr 1952 when the Japanese Peace Treaty became effective.

Since 27 Jun 1950 (the outbreak of the Korean conflict), very few units qualified for the Navy Occupation Service Medal because their principal mission then was in support of operations in Korea rather than occupation of Japan and they were thus eligible for the Korean Service Medal and the United Nations Service Medal. The determining factor in what award is authorized is the mission of the unit rather than its geographical location.—Ed.

Training Courses for ESRs

SIR:—Is there a list of training courses and publications for Emergency Service Ratings, corresponding to NavPers 10052, "Training Courses and Publication for General Service Ratings?"—R. M. Q., YN2, USN.

• There is no separate list of training courses for Emergency Service Ratings since each training course covers the full qualifications for the General Service Rating. Consequently, the same training course is used by both types of ratings.

Most training courses have a study guide which tells the student what chapters pertain to specific Emergency Service Ratings.—Ed.

Shipping Into USN

SIR: I am a Reserve HM2 on active duty and would like to ship into the regulars. As I understand it I can do this if I either take a reduction in rate or successfully pass the exam for first class.

I made HM2 in 1952 under fleet competition and have served as HM2 aboard ships where I was the senior enlisted man. Now here is what I can't understand. Why should I be faced with the possibility of being reduced to third class? What is wrong with shipping in as HM2? I've even had the rate made permanent but that doesn't make any difference. My only hope seems to be in making first class so I can ship into the Regulars without taking a reduction in rate.—J. H. D., HM2, USN.

• It is believed you are misinterpreting BuPers Instruction 1130.4 when you say you may be enlisted in the regular Navy either by taking a reduction in rate or successfully passing the examination for HM1. This Instruction provides that naval reserve personnel may participate in service-wide competitive examinations for purposes of substantiating qualifications to enlist or reenlist in the regular Navy in pay grade currently held, or in your case, as HM2.

A review of the examination records indicates that you successfully completed the substantiating examination in January 1952 for USN service as HM2. The reasons you did not enlist or reenlist in the regular Navy as a result of this examination are unknown. The above Instruction requires that enlistment or reenlistment must be effected within six months from the date of examination. Therefore, the January 1952 examination may not now be utilized for substantiating purposes.

The primary purpose of the substantiating examination is to insure that Naval reserve personnel are professionally qualified for all phases of the general service rate concerned. Since you demonstrated this fact on one occasion, it should not be difficult for you

to reestablish your qualifications for USN service as HM2, and if in all other respects eligible and qualified in accordance with the provisions of BuPers Instruction 1130.4, be enlisted or reenlisted in the regular Navy.—Ed.

New Icebreaker

SIR: All hands aboard Atka (AGB 3) are interested in the new icebreaker that is being constructed. We would like to know the size of the ship, how the nucleus crew will be chosen, commissioning date, allowance, and where it will operate. Can you tell us anything about it?—R. J. R., YNSN, USN.

• The new icebreaker, AGB-4, has not yet been named. Construction is still going on and the completion date will probably be late summer in 1955. A complement or allowance has not yet been published and no fleet assignment has been promulgated.

The crew will probably be made up of men completing tours of shore duty at the time and of men in general detail status at receiving stations.

For a few details on "livability" features to be built into the new breaker, see p. 00 of this issue.—Ed.

Mission Omission

SIR: I noticed in the BuPers instruction concerning duty for enlisted personnel at Naval missions that the PN rating is included in pay grades E-7, E-5 and E-4 under the Rates Required but it is not listed in pay grade E-6. Is this an inadvertent omission or isn't the PN rating required in pay grade E-6?—W.C.S., PN3, USN.

• PN1 was inadvertently left out and will be included in the next revision to BuPers Instruction 1306.6.—Ed.

Battle Cruisers

SIR: When was the last time the Navy had battle cruisers? Were USS Alaska (CB 1) and USS Guam (CB 2) battle cruisers?—W.J.W., YN2, USN.

• The last "battle cruisers" in the Navy were used during the period of World War I and immediately thereafter. They included Lexington, Concord, United States and others. Lexington, as you may remember, was converted into an aircraft carrier. Most of the others were scrapped.

Alaska and Guam were large cruisers. They were very similar to battle cruisers though they carried different designation. They both saw service toward the end of the World War II. At present, both are in mothballs.—Ed.

Data on New AOs

SIR: Can you give me some information concerning the six new AOs that the Navy is building? Also what procedure should I take to get duty on one of the ships and how can I get on the waiting list?—J. A. E., MEFN, USN.

• The six new oilers now under construction are expected to be completed in late 1954 and early 1955. These ships will have a length of 655 feet, beam 86 feet and will have bunker capacity of 32,900 barrels, cargo fuel oil capacity 130,000 barrels, cargo diesel oil capacity of 8000 barrels and cargo aviation fuel capacity of more than 40,000 barrels.

No waiting lists for the new oilers are maintained since their crews will be composed of personnel completing tours of shore duty and personnel in general detail status at receiving stations awaiting assignments to new duty stations.—Ed.



USS CACAPON (AO 52), typical of Navy oilers doing their all-important job of replenishing the Fleet, has a line out refueling nearby carrier.



SUBMARINES were called 'submarine torpedo boats' up to 1911. After that, name was shortened to 'submarines.' Submariners still call them 'boats.'

When is a Ship a Boat?

SIR: A question has come up as to why submarines are called boats rather than ships. One person says this is so because subs are made of prefabricated parts and do not have a keel as other ships. do. How about this?—B., C. G., SN, USN.

• Up to 1911, submarines were called "Submarine Torpedo Boats." Submariners shortened this to "boats" and that's what they have been called ever since. The method of construction has no bearing on the fact that submarines are called boats. Incidentally submarines do have keels.

Another Navy ship that had its name shortened is the destroyer which was once called a "torpedo boat destroyer." This was shortened by service use to "destroyer" and has remained so ever since. However, destroyer men call their ships "tin cans," never "boats."—Ed.

Time Between Broken Service

SIR: If a man is discharged from the Regular Navy on the first of the month and does not reenlist until the following month, is the time between discharge and reenlistment counted as time in service for pay purposes?—R. D. T., YN1, USN.

• No. NavCompt Manual, paragraph 044015-1 provides that in computing cumulative years of service for the purpose of determining basic pay, members will be credited with full time (active and inactive) for all periods during which they were enlisted or held commissions as officers, etc. As the man referred to in this case was not a member of the naval service for the period commencing with the date following his discharge through the day preceding re-

enlistment, such time may not be included in determining length of service for basic pay.—Ed.

No Sea Pay During Leave

SIR: If you are attached to a ship and granted leave is it customary to deduct your sea pay while in a leave status?—F. K., BM1, USN.

• Yes. Sea and foreign duty pay is not credited while you're in the U. S. for leave or hospitalization.—Ed.

Specialty Device for AQ

SIR: In looking through the chart of "Specialty Marks of Enlisted Naval Personnel" published in ALL HANDS, July 1953, pages 32-33, it has come to our attention that there have been two new aviation ratings: AQ and GF. The AQ specialty mark is that of an FC with wings added, instead of being that of an FT. Why? We're curious.—W. K., AB2, USN, and A. L. C., YNSN, USN.

• Inasmuch as the FC specialty device has come to possess heraldic significance as a symbol of the gun fire control art and the technical skills pertaining to this field, it was decided to adopt this insignia as the specialty mark of the now-combined rating of FC and FT. As you know, FC will be abolished on 31 Mar 1956.

The design of the specialty mark for the aviation fire control technician rating (AQ) was therefore chosen as the range finder with wings.

On looking over the rating specialty illustrations, you'll notice that the traditional and honorable emblems have been chosen which are appropriate to each Navy rating.—Ed.



Allowance for Shore Patrol

SIR: In a recent issue of ALL HANDS there appeared an article entitled "Increases are Authorized in Allowance for Officers and EMs Assigned to Shore Patrol Duty." This article states that an increase of 14 per cent in subsistence for Shore Patrol personnel has been authorized to increase the monetary allowance to \$2.75 per day.

This article cites SecNav Instruction 1030.6 as the reference. Immediately upon reading your article, I dug into our files and read this instruction with reference to BuPers Manual, Chapter 4 in the case of enlisted personnel. Chapter 4, paragraph (3) states: "When rations in kind are not available, enlisted personnel may be paid cash allowance in lieu thereof on the basis of \$2.25 per day."

Please advise me whether the larger allowance is in error, in pertaining to enlisted personnel, or if our BuPers Manual is incorrect.—L. P. V., YN1, USN.

• SecNav Instruction 1030.6 increase subsistence rates 14 per cent to \$2.57 (not \$2.75 as was stated) and cancels the last sentence of Article A-4405(5) which refers to the Shore Patrol. Further revisions are to be made bringing the BuPers manual up to date. For Shore Patrol purposes, the SecNav Instruction is the guide, not the BuPers Manual.—Ed.

MSTS Trips for Retired Personnel

SIR: Are retired naval personnel eligible to ride on ships of the Military Sea Transportation Service on a space available basis? If so where may I find additional information on using the MSTS service?—J. S. W., LTJG, USN.

• Retired personnel and their accompanying dependents are eligible for transportation via the Military Sea Transportation Service vessel on a space available basis. However, such space available travel in the Pacific area is banned at the present time.

Interested personnel should address a request to the Chief of Naval Personnel, Transportation Division. Upon receipt of such a request, more specific information and necessary application blanks will be forwarded.—Ed.

Names on Good Conduct Medal

SIR: A question has come up regarding the engraving of the recipient's name and date received on the reverse side of the Good Conduct Medal. Is the engraving a requirement or has it been just a matter of policy in the past?—D. J. D. Y3, USN.

• In the past, the engraving of the recipient's name with date of service on the reverse of the Navy Good Conduct medal has been a matter of policy. However, this policy has recently been discontinued and these medals are no longer engraved by the Bureau.—Ed.

Crediting Leave

SIR: I am writing for clarification of Article C-6402(3)-(c) of BuPers Manual and the instructions contained in paragraph (2) at the top of the Officer's Leave Record (NavPers 329), each of which concerns the crediting of annual leave.

While BuPers Manual states that leave shall be credited on 30 June of each year—referring to both officer and enlisted leave records—the instructions at the top of the Officer's Leave Record (NavPers 329) state, "On 1 July each year, enter credit accrued during past fiscal year . . ."

While it is understood that enlisted leave is credited, and the leave credit entry dated 30 June each year, it appears that there is a different entry date for officer leave. Since paragraph (2) at the top of the Officer's Leave Record says to make the entry on 1 July, then would not the date of that entry automatically have to be 1 July, since the commanding officer will sign the entry on 1 July?—E. I. K., YN3, USN.

• The disagreement between article C-6402(3)-(c), BuPers Manual of 1948, and the instructions printed at the top of Officer Leave Record (NavPers 329) is recognized.

The intent of the Armed Forces Leave Act of 1946, as amended, and current SecNav instructions regarding leave is to have leave credits entered at the end of each fiscal year; that is, 30 June. The only time an entry is entered on the leave record as 1 July, other than a regular commencement or termination date of a leave taken, is an entry to reflect the reduction of a person's leave balance to a 1 July maximum balance of 60 days.

Chapter 6 of BuPers Manual of 1948 is currently under revision and the changes in it will indicate clearly all the data necessary regarding officer and enlisted leave computation and records. Article B-2318 is also being rewritten to revise the instructions regarding the preparation and maintenance of the enlisted leave record on page 8.

Furthermore, a new article B-2213, concerning detailed instructions re-

garding maintenance of the Officer Leave Record (NavPers 329) has been written and is awaiting the Secretary of the Navy's approval. This new article eliminates the present discrepancy regarding the 1 July entry and will be published in a future change to the Manual.

It is anticipated that a new printing of the Officer Leave Record will change the date included within paragraph 2 of the instructions to read 30 June.

Pending publication of the aforementioned articles and change to the NavPers 329 form, it is suggested that the 1 July date appearing thereon be considered as 30 June.—Ed.

No Military Billets with USAFI

SIR: I would like some information concerning duty at USAFI, Madison, Wis. Are there any Naval personnel stationed at USAFI headquarters; if so what are the requirements for such duty?—J. D. W., PN2, USN.

• USAFI is staffed entirely by civilian personnel. No military billets are available.—Ed.

Navymen Know the Ropes, But It Takes an Expert to Recognize All These

SIR: Referring to "Taffrail Talk" in the October 1953 issue of ALL HANDS, on the subject of rope and line, listed below are the names and description of the ropes used in the Navy.

• **Bell Rope**—The rope, usually worked in ornamental design, attached to clapper of ship's bell.

• **Bolt Rope**—The rope around the edge of a sail and to which the sail is sewed.

• **Bull Rope**—A rope through a bull's eye, especially one used in securing a light yard or mast.

• **Dip Rope**—A length of open-link chain or wire fitted with an eye and shackle and tailed with a Manila rope; used in clearing hawse and in mooring, and in rigging a collision mat.

• **Foot Rope**—Rope secured under a yard, bowsprit or a boom to provide a footing while working.

• **Grab Rope (Hand Rope)**—A line secured waist high above a boat boom or gangplank, used for steadying oneself.

• **Head Rope**—The rope at the head

of a hammock when hammock is rigged.

• **Hook Rope**—A rope fitted with a hook at one end, for use in handling chain cable.

• **Jack Rope**—The lacing securing the foot of a sail to a boom.

• **Jaw Rope**—A span of rope leading from the jaws of a gaff around the mast, strung with hard wooden beads.

• **Man Ropes**—Ropes hung over the ship's side and used for assistance in ascending or descending.

• **Ridge Rope**—The rope rove through stanchion heads to which the awning stops and laces are hauled out. The backbone of an awning.

• **Ring Rope**—The rope used to bend the chain to the anchor ring.

• **Slip Rope**—A rope bent to the

anchor cable outboard of the hawsepipe and secured on the vessel's quarter; used in slipping the cable.

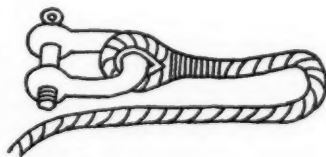
• **Tiller Ropes**—The ropes connecting the tiller to a drum revolved by the steering ropes.

• **Wheel Ropes**—The ropes connecting the steering wheel with the drum of the steering gear.

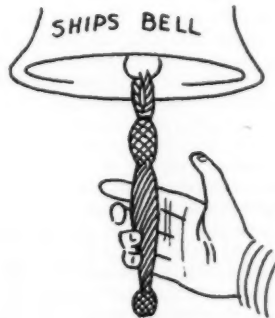
In addition to the ropes listed above there are others that are occasionally called ropes such as **Buoy rope** (line).—R. L. Schember, BMC, USN.

• You list 16 ropes, Chief, or 17 including the Buoy Rope. Some of them are new to us. We notice that you mention "steering ropes" in your description of Tiller Rope. Is this another name for the same thing, or number 18? Also, wouldn't Tiller Rope and Wheel Rope be the same?

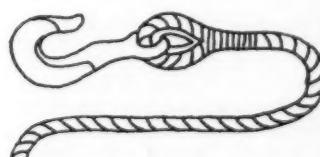
The Naval Academy's "Reef Points" lists the traditional seven ropes in the Navy: man, head, hand, foot, bell, buoy, and dip. Our "rope" experts are interested in hearing to what extent the other ropes are used.—Ed.



DIP ROPE



BELL ROPE



HOOK ROPE



HOSPITAL CORPSMEN ON THE JOB—Navy HMs bear a stretcher-laden Marine to awaiting helicopter for evacuation to rear area during Korean conflict.

Any Revision in Telemat Duties?

Sir: When is BuPers going to revise the Telemat training course NavPers 10220?

Part of this publication is outdated and in addition present Telemat correspondence courses have many questions that are superseded by JANAPs (Joint Army Navy Air Force Pubs).

I would also like to know if the Telemat rating is going to be changed so as to eliminate care of Navy mail. —W. G. W., TEL, USN.

• The Navy Training Course, Telemat (NavPers 10220) is now being revised by BuPers to bring it up to date. The revised edition should be distributed to naval establishments in about seven or eight months.

The examinations for advancement are based on the publications listed in "Training Courses and Publications for General Service Ratings" (NavPers 10052-A). One of the references listed is NavPers 10220, but the pamphlet also includes appropriate ACPs, JANAPs and USFs. NavPers 10052-A, available through all District Publications and Printing Offices, will tell you what to study in preparing for advancement. Completion of a correspondence course will not alone prepare a man adequately for his advancement examinations.

As to your query concerning the deletion of postal clerk duties from the Telemat rating, a 1952 board was established to review the rating structure. The Chief of Naval Personnel has initiated research studies to determine the feasibility of removing the postal duties from the Telemat rating and of establishing a separate rating of Postal Clerk. If the research now in progress

leads to a change in the present Telemat rating, information will be published in future changes to "Manual of Qualifications for Advancement in Rating" NavPers 18068 Rev.—Ed.

Modifying Officers' Orders

Sir: In your August 1953 issue you had one answer about proceed time that needs clarification in my opinion.

BuPers Manual, Art. C-5315(g) authorizes modification of BuPers orders by endorsement only when no delay is authorized and only when an officer is going from ship to ship in the same port, or from station to station at the same place. There is no authority in that paragraph for modifying them if it is a change from ship to station or station to ship.

In other words, if the officer is going from sea duty to shore duty or vice versa, and BuPers has expressed no haste, there is no authority to modify the orders by endorsement, and he always gets his four days proceed time if he elects.—H. R. P., CAPT., USN.

• Your letter brings up a good point. We asked the Officer Personnel Division which states that your interpretation is correct, that is: An officer continues in a sea duty status going from one ship to another, or he continues in a shore duty status going from one shore station to another. The commanding officer is authorized to expedite the reporting at the new ship or new station by endorsing the orders to that effect.

As you say, however, the authority for the CO to modify orders does not apply when the orders involve detachment from a ship and assignment to duty at a shore station at the same port, nor when the detachment is from a shore station to a ship at the same place.—Ed.

HMs and DTs Serving With USMC

Sir: For the past eighteen months I have been an HN. Presently I am serving as a hospital corpsman with the Marines in Korea. This is what I would like to know. We here in Korea with the Marines are advanced in rating on a point system because it is not always possible to take competitive examinations. However this works to some individuals' disadvantage. I would prefer to take an advancement-in-rating examination competing with stateside corpsmen. Can this be done?—C. P. E., HN, USN.

• Service-wide competitive examinations for HM and DT ratings were previously waived for personnel of these ratings who were serving with the U. S. Marine forces in Korea since it was not practicable to conduct examinations properly during hostilities.

However, commencing with the February 1954 examinations, personnel of the HM and DT ratings serving with the U. S. Marine forces in Korea will be required to participate in regularly scheduled service-wide competitive examinations in order to be considered for advancement in rating.—Ed.

Obtaining Patent on Invention

Sir: Please send me information regarding the correct procedure to be followed in obtaining a patent through the Navy on an invention.—E. M. G., EMC, USN.

• There is a good summary of how to obtain a patent, in the June 1953 issue of ALL HANDS, page 8. The procedure is too long to detail here, but rest assured that the Navy both encourages and assists budding inventors to obtain credit and protection for anything they invent. The office in the Navy Department that is interested in hearing about your suggestion is the "Suggestion Evaluation Branch, Office of Naval Research, Navy Department, Washington 25, D. C." (note change here from office title given in the June 1953 article).—Ed.

Panama Canal Pilots

Sir: My buddy and I were discussing the pilots employed by the Panama Canal Co., and he said that there were also five or more men in the Navy qualified to pilot ships through the Panama Canal. Can you give us any information on this?—G. E., QM2, USN.

• All pilots authorized to pilot vessels through the Panama Canal are employed by the Panama Canal Co. There are approximately 85 pilots presently employed as such and they must possess a Master's unlimited tonnage license as one of the job qualifications.

Almost without exception all naval, military and commercial vessels must carry a pilot or accompany a vessel that has a pilot.—Ed.

Midshipman's Hats

SIR: On page 21 of the September 1953 issue of ALL HANDS is a picture showing the midshipmen at the U.S. Naval Academy throwing their hats into the air at the end of the four year course of training at the Academy. Do they ever get their hats back? If not, what happens to them?—J.H.R., PN3, USN.

• In throwing their caps, the men of the graduating class symbolize their changing status from midshipmen to officers in the U.S. Navy.

Since the caps have been used from three to four years they are no longer of much value to the new officer and are sometimes recovered as souvenirs by visitors attending the graduation exercises.—Ed.

Duty at Naval Petroleum Reserves

SIR: What information do you have on getting duty with the Navy's exploration oil drilling activities?

I have had previous experience with oil drilling companies while in civilian life. If the Navy still has this type of duty, it is requested that you let me know of the procedure for requesting it.—J. L. O'R., CS3, USN.

• At present there are no billets for enlisted personnel in the operation of the Naval Petroleum Reserves.

The recent exploratory program at Naval Petroleum Reserve No. 3 (Teapot Dome), Wyo., has been completed and exploration in Naval Petroleum Reserve No. 4, Alaska, has been halted. The only Reserves in which there is active development are Naval Petroleum Reserves No. 1 and No. 2, both in Kern County, Calif.

Naval Petroleum Reserve No. 2, Buena Vista Hills, has never been a reserve in the sense that oil could be maintained in the ground for emergency use. It is produced much like any other

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS Chauncey (DD 667)—Men who served in this ship during World War II and are interested in a reunion early this summer contact Mr. G. A. Caldwell, 3301 Richmond Highway, Alexandria, Va.

• Air Development Squadron 2—All hands who served in this squadron and are interested in a reunion with time and place to be decided, please contact Mike Lakis, 113 So. 63rd St., Philadelphia 39, Pa. Phone: GR 6-3936.

• Ex-Navy Shore Patrolmen—All former Shore Patrolmen who worked in the Providence area during the period 1942 to 1945, and are interested in a reunion in the near future, please contact Phil C. Sellow, 27 Orchard Road, Windsor, Conn.

oil field by private operators on both patented and Navy lands.

Naval Petroleum Reserve No. 1, Elk Hills, is the only Reserve with productive capacity developed for use in time of an emergency. Present production is limited to that necessary for engineering reasons. The field is operated under contract with a private oil company.

In time of emergency, assuming increased production at the Elk Hills field, enlisted Navy personnel might be required to perform the normal oil field duties of roustabouts, roughnecks and pumpjacks.—Ed.

Business Loans Under G.I. Bill

SIR: I have a question regarding qualifications for a G.I. loan. I would like to start a construction business. I have the necessary experience and the market seems good. Would I be able to receive a G.I. loan for this type of business?—J. L. P., YNTSN, USNR.

• If you have served 90 days or more on active duty during the Korean Conflict or World War II and are released from active duty under conditions other than dishonorable, you are eligible for a G.I. loan to start a business. However, the VA only guarantees the payment of a business loan and does not grant the loan itself. You must convince a bank or other lending institution of the feasibility of your idea and thereby, get your loan. After finding such an institution, you apply to the appropriate VA Office for your certificate of eligibility which will guarantee the payment of a portion of your loan. You will need your original discharge and separation papers for this. Good luck.—Ed.

ComRats or Subsistence Allowance?

SIR: Here's a question for which we cannot seem to find an answer: A man is being transferred from one station where he is entitled to subsistence allowance to another station where he will be entitled to subsistence allowance. He is allowed four days proceed time. Is he entitled to regular subsistence allowance for these four days or does he get leave rations? What is the answer when a man is drawing commuted rations at his first duty station?—H. R., YNC, USNR.

• A man being transferred from one station to another station is entitled to commuted rations for proceed time. He is not entitled to leave rations or basic allowance for subsistence for this period.—Ed.

...how to send ALL HANDS to the folks at home

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New Rules of the Road Are Now in Effect

YOU may have heard that the well-known International Rules of the Road have been revised and go into effect as of 1 Jan 1954.

Do you have to know anything about the Rules? Let's assume you are a seaman, striking for a rate. Or, if you are a petty officer—what are you required to know about the Rules? Or is it only the captain who has something to do with them?

According to the *Quals Manual*, as a petty officer you need to know certain "military requirements," and you will be questioned on them in your exams. Among them are:

- Safety precautions when embarked in small boats.
- Sound signals for steam vessels during reduced visibility under way and at anchor.
- Ship distress and break-down signals.

Chart of Buoyage of U. S.

The ALL HANDS center spread this month is a chart of the Buoyage of the United States which is presented as an aid in maintaining safety precautions at sea.

Tables containing the standard symbols and abbreviations which have been approved for use on nautical charts published by the United States will be printed in a forthcoming issue.

- Whistle signals for meeting, crossing and passing.
- United States Buoyage system for marking channels and obstructions.

A review of recent service-wide

exams shows that many Navymen in the administrative and clerical group, engineering and hull, and ordnance rating groups were especially weak on these points. PO3s and higher rates in these and other groups are all required to know the *Rules of the Road*.

With this in mind, let's take a look at the revised "International Regulations for Preventing Collisions at Sea," most often referred to as *Rules of the Road*. Since 1889 almost all of the sea-going nations of the world have sailed under these *Rules*. In 1948, at an international conference held in London, a number of changes were adopted and submitted to the nations concerned. After study, the United States Congress passed an act containing the recommended *Rules*.

The recently revised *Rules*, as in the past, apply in all cases except inland waters, where local rules govern—that is, after your ship leaves international waters and enters inland waters. You might have been on the bridge at such a time and heard the QM or Navigator sing out "Inland waters, Captain." At that time, the Inland Rules (which differ from International Rules in several respects) become effective.

One important part of both Rules—International as well as Inland—is "due regard to the observance of good seamanship." Good seamanship is hard to define—very often it is experience you have gained either through being at sea, having been a deck officer, coxswain or member of a boat crew, or through the teaching of a good seaman.

The *Rules of the Road* do not apply to large ships only. Small craft also come under these regulations. Established procedures of good seamanship, while not actually written into the *Rules*, might well cover a lot of the running of small craft. For example, you have seen the coxswain slow the liberty launch to 500 RPM upon entering a congested area near a fleet landing. He will also slow when passing a ship that has boats tied up alongside. He will alter his course when he sees a signal showing that a diver is over the side. He knows he must give the right of way to a medical boat.

"But I don't stand OOD watches

SAILOR acting as lookout, keeps in constant communication with the bridge while scanning horizon. Obeying 'Rules of Road' is a full-time job.

ALL HANDS



and I'm not a coxswain," you might say. No matter, the Rules affect you too, if only indirectly. If you are a lookout, during a fog, for instance, stationed as far forward and as close to the water as the structure of your ship will permit, you might hear a bell ringing. If you know your *Rules* you won't ignore it. Instead you'll tell the conn that a ship is anchored nearby (rapid ringing of a bell) or that you may be passing a bell buoy (irregular ringing of a bell).

On a small ship you may be standing a gangway watch. You are senior man out on deck and you hear or see a signal. Will you know what to do unless you know what the signal means? It could tell you a lot of things—that a ship is bearing down on you, or that a nearby ship is on fire. When your shipmates are asleep they are depending upon your alertness. Proper performance of your duty on deck includes recognizing danger as well as acting upon it.

The new *Rules*, which you can find printed on the back of the June 1953 Pilot Chart (ask one of your QMs to show it to you), is in four parts; Part A *definitions*; Part B, *lights and shapes*; Part C, *steering and sailing rules*; Part D, *miscellaneous*.

There are 32 rules, as before. Visual identifications are mainly in the section on lights and shapes. The sound signals used at sea are to be found in each of the four parts. Side, mast and range lights, as reported to the OOD when underway, are found, for example, in Part B.

The *Rules* are based on good common sense. A decisive point often brought up by the courts is "What would have been done by a good seaman in this case?" (If you are a coxswain this means you—a good coxswain never makes a "cowboy" landing at a pier—regardless of how many people are watching or how much he wants to show men from another ship how salty he is).

About now you may be remembering that you have seen some people who don't go by the *Rules*. Maybe you have seen local fishing boats and even tugs that do not observe them. Ferry boats are probably the most frequent offenders. The only thing that can be done when you meet one is for all hands to keep a sharp lookout and for the conning officer (or coxswain in the case of a boat) to keep clear of the offender.

Knowing lights to be carried



'HEAVE TO AND AWAIT PILOT'—Chief sends blinker message to approaching vessel. Harbor pilot will board ship and guide her into port.

ships and boats is important, too. For instance, a sharp QM who knows his *Rules* can almost instantly tell the OOD of a course change made by another ship at night. He has watched the range and masthead lights and has seen them change in relation to each other.

If you are familiar with the former *Rules* you will be surprised to find that seaplanes are given considerable attention in the new regulations. Any man assigned to seaplanes, or serving in a seaplane tender, can tell you that it is a necessary addition. Some other changes you'll find:

- A range light is now required for ships more than 150 feet long.
- Seaplanes underway on the water will now carry specified lights.
- Fishing vessels underway during fog may now sound an alternate signal or "a blast consisting of a series of several alternate notes of higher and lower pitch." Fog signals, of course, are used in any period of low visibility.

• Three short blasts now mean that engines are going astern—and not necessarily at full speed astern,

• Five "short and rapid" blasts of the whistle may now be used as a danger signal on the high seas.

• Rule 12 states that "every vessel or seaplane on the water may . . ." show a flare-up light or use a detonating or other sound signal to attract attention.

• Rule 15 now adds a gong that must be sounded in the after part of a vessel more than 350 feet in length when the ship is anchored during restricted visibility. In addition, the vessel may sound one short, a prolonged, and one short blast to give her position.

Probably the best advice that can be given to any coxswain, a PO in charge of a service craft, OOD standing an underway watch, or skipper of any vessel afloat, is found in the preliminary to Part C of the new *Rules*: Any action taken should be "positive, in ample time, and with due regard to the observance of good seamanship."

These *Rules* have been made to prevent collisions at sea—but they are only effective when they are learned by heart and then put into everyday practice.

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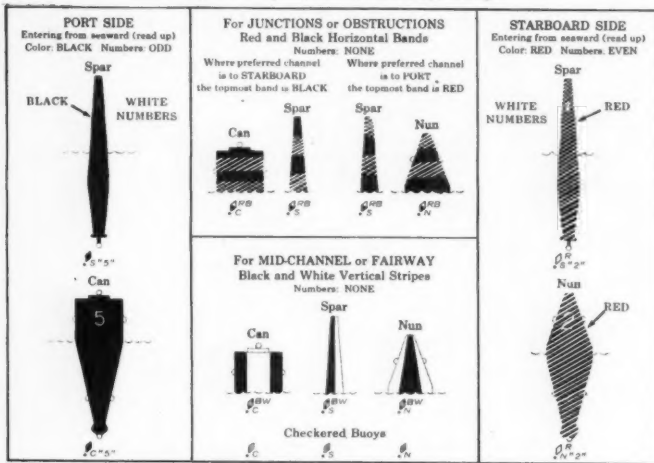
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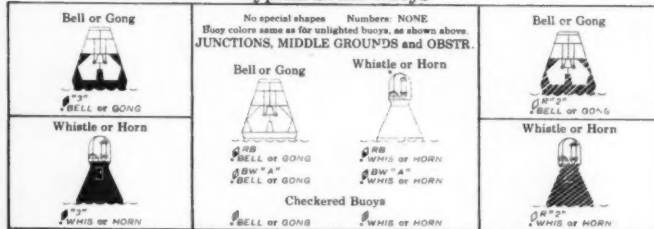
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BUOYAGE OF THE UNITED STATES

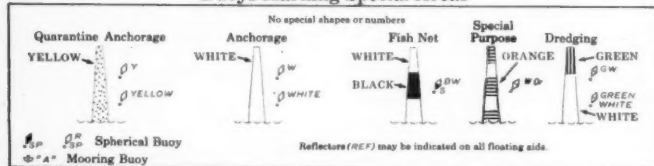
Unlighted Spar, Nun, and Can Buoys



Typical Sound Buoys

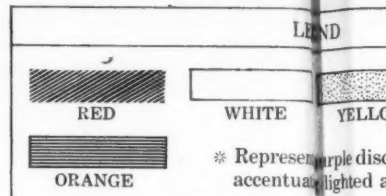
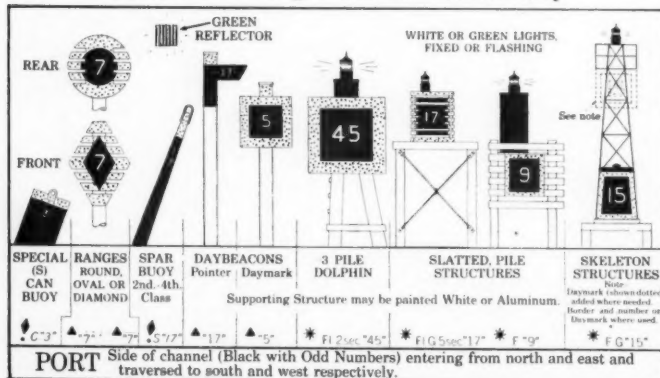


Buoys Marking Special Areas

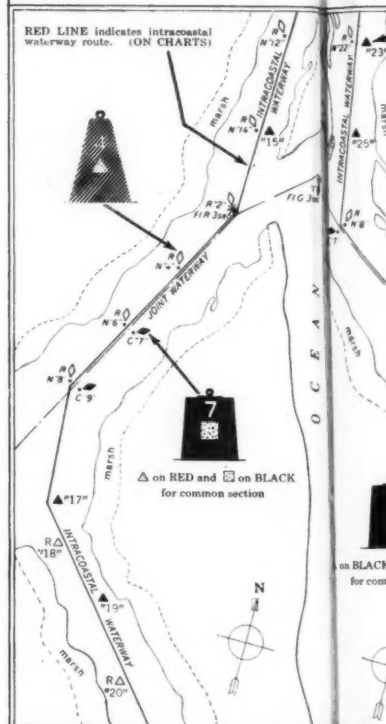


Unlighted buoyage of the United States with explanation of their standard chart symbols and abbreviations.

PORT Aids To Navigation Intracoastal Waterway

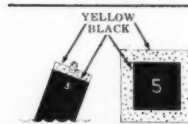


ILLUSTRATING THE SYSTEM OF DUAL WHERE THE ICW AND OTHER WATERWAYS



SKETCH A:

ICW joins another waterway, which is numbered from seaward, at buoy No. 2 and is common with it to buoy No. 9. ICW numbers and yellow borders are omitted in this section but the Δ or \square is used on the regular aids to designate the ICW.



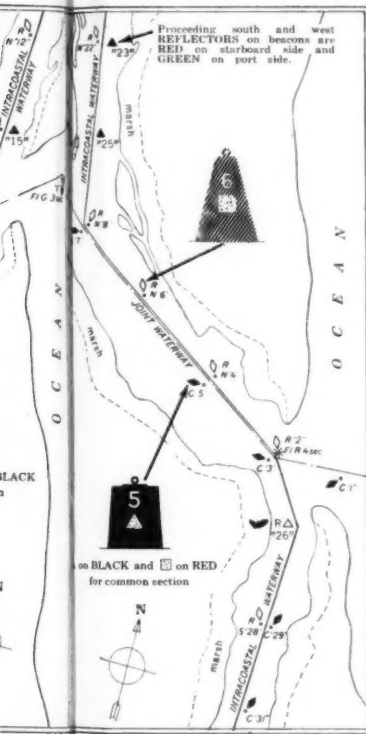
THE ICWAIDS ARE CHARACTERIZED BY THE YELLOW BORDER

THE UNITED STATES

LEND

WHITE	YELLOW	BLACK
represent purple disc		
centual lighted aids		
		GREEN

SYSTEM OF DUAL PURPOSE MARKING
AND OTHER WATERWAYS COINCIDE



SKETCH B:
ICW joins another waterway at buoy No. 8 and is common with it to buoy No. 3. This section is numbered in the opposite direction to that of the ICW. The ICW numbers and yellow borders are omitted from the regular aids but a Δ or \square is shown to designate the ICW.



Light Characteristics and Typical Lighted Buoys

PORT SIDE Entering from seaward (read up) Color: BLACK Numbers: ODD	For JUNCTIONS or OBSTRUCTIONS COLOR OF LIGHTS White, Red or Green	STARBOARD SIDE Entering from seaward (read up) Color: RED Numbers: EVEN
COLOR OF LIGHTS Green or White	White, Red or Green	COLOR OF LIGHTS Red or White
SLOW FLASHING (at regular intervals)	INTERRUPTED QUICK FLASHING	SLOW FLASHING (at regular intervals)
OCCULTING (at regular intervals)	For MID-CHANNEL or FAIRWAY COLOR OF LIGHTS White only	OCCULTING (at regular intervals)
QUICK FLASHING	SHORT-LONG FLASHING	QUICK FLASHING
Marking important turns, etc., where particular caution is required.	No special shapes Buoy colors same as for unlighted buoys	Marking important turns, etc., where particular caution is required.
Lighted BLACK	Lighted	Lighted RED
Lighted Bell or Gong BLACK	Lighted Bell or Gong	Lighted Bell or Gong RED
Lighted Whistle or Horn BLACK	Lighted Whistle or Horn	Lighted Whistle or Horn RED
Combination lighted buoys may contain both light and BELL, GONG, WHISTLE or HORN. Lights on buoys are white unless otherwise indicated. Reflectors (REF) may be indicated on all floating aids.		
Lighted Mooring Buoy	Lightship	

Lighted buoys of the United States with explanation of their standard chart symbols and abbreviations.

STARBOARD Aids To Navigation Intracoastal Waterway

REAR	RED REFLECTOR	WHITE OR RED LIGHTS, FIXED OR FLASHING	See note
FRONT			
SPECIAL (S) NUN BUOY	RANGES BOUND. BUOY OVAL OR DIAMOND	SPAR BUOY 2nd-4th Class	DAYBEACONS Pointer Daymark
Supporting Structure may be painted White or Aluminum.			
STARBOARD Side of channel (Red with Even Numbers) entering from north and east and traversed to south and west respectively.			

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



USS SALEM (CA 139), presenting a good example of a full-dressed ship, has recently completed her fourth tour of duty in the Mediterranean.

MOSUs Look for Trouble

Ever heard of MOSU? Nine chances out of 10 your answer will be "No."

Translated, "MOSU" stands for "Mobile Ordnance Service Unit." At present there are three of these units in the Navy, one in Norfolk, Va.; one in Washington, D. C.; and the other in Japan.

Made up of one officer and 12 enlisted men, the three units dispense specialized and technical ordnance and know-how to fleet and shore activities.

Operating singly or in pairs as troubleshooters, members of each MOSU, who are either chief or first class fire controlmen and gunner's mates, respond to all calls. Once aboard ship, the team locates the trouble and either supervises the repair of the faulty equipment by ship's company or, if time is short, makes the repairs itself.

Another phase of the job is training of shipboard personnel in the maintenance of new equipment. To do this, all MOSU members go through a rigid training schedule themselves. This training begins at MOSU-2 at the Naval Gun Factory, Washington, D. C.

Each troubleshooter must go through MOSU-2 prior to his assignment to one of the other units. While

at the Gun Factory, he takes side trips to different factories and to the Naval Proving Grounds in Dahlgren, Md. At these places, he works with new equipment while it is still being manufactured and tested.

A typical day at MOSU-2 might find trainees scattered throughout the U. S. either learning new equipment or repairing it aboard ship. Several might be at ship yards. Others might be at factories in Camden, N. J., St. Louis, Mo. or Walham, Mass. The remainder would be on call at the home office.

These units are fast providing the Navy with one of the most efficient repair units ever known. Nearly every man in all three units has been given at least one Letter of Commendation since the units were set up in June of 1953.—Stephen J. Nard; JOSH, USN, SERV LANT.

Inside Nautilus

USS Nautilus (SSN 571), the Navy's new nuclear powered submarine which is expected to be launched early in 1954, is going to have something else unique to submariners besides her revolutionary propulsion plant.

Nautilus, which will be the biggest thing to drop beneath the surface since the days of the pre-war V-class subs, will have a mess compartment large enough to double comfortably as a recreational space. Off-watch crewmembers will also be able to read and write at the mess tables without conflicting with the cook preparing the next meal. Her living compartments with cubicle-like sleeping spaces will compare favorably with such spaces found on large surface vessels.

This will be a big change to submariners accustomed to the old after-battery mess compartment found on World War II Fleet-type subs. This compartment was jammed with four mess tables, scullery sink, galley, and other equipment into a tiny space that even a short-order cook would find crowded.

Not since the original Nautilus (SS 168), has a submarine had two decks, but the new one will be double-decked and will have an accommodation ladder large enough to allow two men to pass going up and down.

The new Nautilus will even have a small machine shop, sick bay, and laboratory in the "stern room" (the after torpedo room on Fleet-type subs).

The wardroom stewards will gain too. Instead of carrying food half the length of the boat, ducking

YESTERDAY'S NAVY



LT Wilkes reported Antarctica to be a continent on 19 Jan 1840. Historic ironclad Monitor launched 30 Jan 1862. A Curtiss biplane was first plane to land on a ship, USS Pennsylvania, 18 Jan 1911, in San Francisco Bay. Battleship Maine arrived in Havana, Cuba, 25 Jan 1898, to provide for destitute Americans there prior to outbreak of Spanish-American War. U.S. Marines were sent to Nicaragua, January 1927, to protect American interests. U.S. acquired Virgin Islands from Denmark, 17 Jan 1917. Islands remained under supervisory control of Navy until 1931.

through watertight doors, they will have the food delivered via a dumb waiter from the galley on the deck below.

Air purification and oxygen replenishment in the submersible will keep the air clean for breathing while air conditioning equipment will cool and heat it for comfort.

All these habitability features have been added to increase the endurance of the crew. Human endurance is expected to be the limiting factor to *Nautilus* cruising range.

Painting and lighting will provide a favorable psychological effect on the crew. Living spaces will be done in more lively colors to eliminate the "closed in" feeling of cramped quarters.

Lighting will be fluorescent and special fixtures installed to give improved illumination on applicable gauges and operating instruments—an improvement over previously used overhead lamps that glared into crewmembers' eyes and reflected off instrument panels and the plastic faces of the gauges.

The designers of *Nautilus* were fortunate in having increased room in which to include these habitability features. The additional space was available as the result of the increased diameter of the hull needed to house the nuclear plant.

Although radically different inside, *Nautilus* will not be changed appreciably in exterior appearance, except for her size. Pear-shaped and streamlined over-all, she will have a bulbous nose that will allow her greater underwater speed.

Tactical Command Ship

The Navy's first tactical command ship has successfully completed her shakedown cruise.

USS *Northampton* (CLC 1) completed her maiden cruise in the Caribbean Sea. The cruise lasted 74 days, covered 11,783 miles with the crew completing 144 special sea and anchor details.

The ship's cruise was highlighted by a six-day liberty in Havana, Cuba, and a visit to all principal ports in the West Indies.

Commissioned in March of last year, *Northampton* will serve as a flagship for the commander of a task force. It has the speed to keep pace with carrier task forces and a hull affording more protection to its vital equipment than did its AGC predecessor.

Trouble-Shooting FASRons

Fleet Aircraft Service Squadrons are the repairmen of the Navy's air arm. Like their counterparts in submarine and destroyer tenders, they repair, service and test.

An average FASRon outfit is prepared to do repair work on aircraft and equipment above and beyond what squadron personnel are capable of with their limited equipment and time.

This work is not on just the plane itself, but all that goes with it—armament parachutes and electronic gear and preservation of the planes for shipment.

Fleet Aircraft Service Squadron 117, based at Barber's Point Naval Air Station, Hawaii, is a top-notch trouble-shooting outfit that serves as a good illustration of the variety of duties a FASRon unit may be required to do—and does.

Good maintenance helps create the Navy's good aviation safety record. Good maintenance means a job done with extreme care. Slipshod work is never permitted.

As with all FASRons, there are periods when the 1630 quitting whistle means only a change in shifts. One man frequently picks up another's tools. A plane is doing its job only when it is in the air and the FASRons keep 'em flying.

FASRon 117 was recently given two extra missions. The first was to prepare, service and test transient patrol aircraft for trans-oceanic flight. The second was to salvage

140 multi-engine obsolete aircraft remaining in the World War II pool.

The men did both jobs, plus the routine maintenance work as well.

Saturday and Sunday are little different at Barber's Point from Monday and Tuesday. On these weekend days, FASRon 117's duty section services F6Fs and SNJs used for Reserve flying.

Occasionally there is a break in the monotony of servicing land-based aircraft when a group of "salty" planes from an aircraft squadron fly in.

Fleet Air Service Squadron "tin-benders" can completely reconstruct a fuselage. In the same shop hydraulic systems are given complete overhauls.

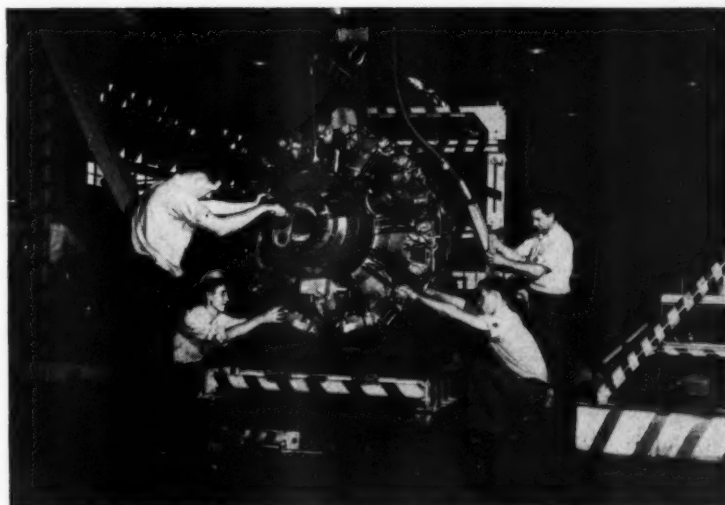
New Ammo Ships

The Bureau of Ships has awarded design work on a new class of ammunition ship (AE).

Construction of two such vessels is authorized in the 1954 ship-building appropriation. Actual construction contracts will be awarded at a future date.

The new ships will be the first U.S. Navy vessels designed from the keel up as ammunition ships.

Designed especially to meet the strenuous requirements of present day rapid replenishment at sea, the new ammo ships will have elevators for internal handling of ammunition and the most-up-to-date methods of storage. Steam turbines will furnish the main propulsion.



'CANNED ENGINE' is lowered by FASRon 117 members (l-to-r) D. J. Bennet, AD3, R. P. Kennedy, ADC, L. W. Melching, AD1, and T. J. Lobard, AD3.

TODAY'S NAVY

New Radar Device on Carriers

New radar speed-measuring equipment is being used on aircraft carriers to save the lives of pilots and safeguard complex and costly aircraft by helping fast-flying jets land safely aboard. The new equipment "clocks" an approaching plane and indicates whether or not it is coming in at a safe landing speed.

The equipment "watches" the approach of a plane coming down for a landing and warns the landing signal officer if the speed is too fast or too slow. The officer then wig-wags his orders to the pilot, either guiding him down to a landing, or waving him off for another try.

Too fast a speed, of course, would cause a jet to "overshoot" the arresting cables. Too slow a speed is extremely dangerous, for the airplane becomes wobbly and may stall in mid-air, plummeting into the sea or onto the deck with destructive force. With jet aircraft, unlike propeller-driven planes, there is only a narrow spread between "too fast" and "too slow."

The new speed-measuring equipment automatically takes into account the speeds of both the aircraft and the carrier. It then coordinates this information with the wind's speed to give an accurate and reliable reading of the true airspeed of the plane. The landing signal officer uses this information to help him bring the airplane safely aboard the carrier.

The speed-measuring equipment

is described by engineers as the first triumph in a project to develop a complete, carrier-controlled system for guiding the approach and landing of aircraft. Someday it may be possible for the landing signal officer to take over and actually fly the airplane on its final approach to the deck—even though he is not in the air himself. He would do it by watching the plane's approach on the CCA equipment, and operating a set of controls on the deck that are connected electronically to the plane's automatic pilot.

In the meantime, the speed measurement device is expected to prove a tremendous value in all-weather flying. All active CVAs now have the device.

Flying Radar Station

A new type aircraft, developed by the Navy, has been ordered for use by both the Navy and Air Force to serve as a flying radar station. The high-altitude reconnaissance aircraft, bulging with over six tons of electronic detection gear, will be a special version of the R7V-1 "Super Connie" transport now in use by Navy Air Transport Squadrons One and Eight.

The new radar-equipped Connie is designed to carry the Navy's electronic "eyes" to high altitudes where radar beams (which cannot bend over the horizon) may attain their maximum range in spotting either surface or air targets.

The Navy version of this new type

plane will be designated WV-2, successor to the WV-1s used to test and develop aerial radar searching for the past three years. The Air Force radar planes will be called the RC-121C.

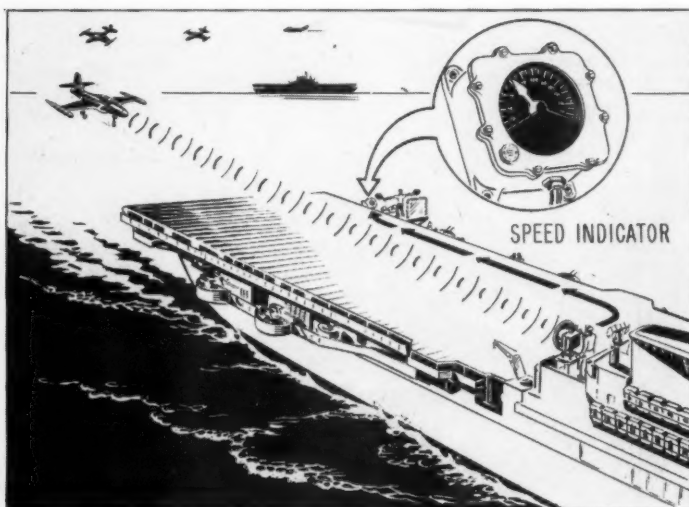
The WV-2s will be used by the Navy primarily to screen task forces. The planes will be able to fly from land bases to points far at sea, where they can patrol for long periods guarding Navy contingents from surprise attack in any waters of the world.

These new-type radar aircraft will be equipped to serve also as Navy fighter-directors, guiding carrier planes to enemy craft far beyond the radar search of surface ships.

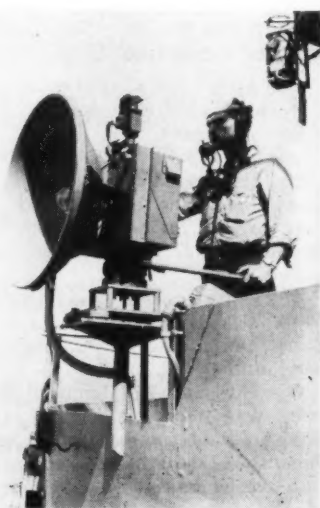
The planes will present a "new look" as far as Navy aircraft are concerned. Protruding from the top of the fuselage will be an eight-foot high structure resembling the dorsal fin of a sail fish. It will house a height-finder radar antenna. Mushrooming from the bottom of the plane will be a bowl-shaped radome described as "probably the largest single plastic part ever built."

Powered by four 3250-horsepower turbo-compound engines, the aircraft will possess all the range and altitude capabilities of the R7V-1 transport. Despite the huge radomes, the new plane can fly 324 miles per hour although its speed is not a prime essential for the aircraft.

Besides its high-altitude sentry duty, the new electronics plane will be able to track weather disturbances



TRACKER keeps radar antenna pointed at incoming plane. Sketch (left) shows relationship of tracker to plane. Landing signal officer, watching speed indicator, either guides pilot in or waves him off for another try.



by radar and improve present storm warning services.

The plane is equipped to carry a crew of up to 31 men. Cabins are soundproofed and seats have been designed to minimize fatigue on long missions. Each plane will carry a complete electronics maintenance shop and a team of electronics technicians to make in-flight adjustments and repairs.

The design of the plane will include a galley for meals aloft and bunks for off-duty crewmen. Cabins are pressurized to maintain 10,600-foot comfort at 25,000-foot altitude. The temperature inside the plane can be kept at an even 75-degrees despite 60-below-zero weather outside.

Among the major scientific accomplishments in designing and building the new plane was the development of the large aerial antennae. These antennae can be attached to the exterior of the plane without materially affecting its speed, range, take-off or maneuvering characteristics.

Another feature of the plane is the arrangement and integration of a vast assortment of electronic equipment into the confined, cigar-like shape of an airplane in such a manner that it can be conveniently utilized by dozens of men and is readily accessible for maintenance during flight.

Army-Navy Reunion

An Army corporal with 15 days rest and recreation leave from his post in Korea, preferred to spend his leave on a Navy carrier at sea instead of in a rest hotel in Japan.

This isn't quite as odd as it sounds, since Corporal Joseph E. Burch, III, had not seen his father in more than a year until he boarded the aircraft carrier *uss Lake Champlain* (CVA 39) off Korea. His father, Chief Electronics Technician Joseph E. Burch, Jr., USN, is serving in the carrier.

Young Burch travelled via jeep, train, bus, plane, destroyer and finally highline to reach his father. The last link in the trip was effected when the destroyer *uss Rowan* (DD 782) pulled alongside the "Champ" and transferred CPL Burch via highline.

The reunion of father and son was made possible by the combined efforts of *Champlain's* skipper and Army authorities in Korea.



SHIP'S offices and shops double as study spaces. C. Edwards, Jr., QM3, USN, and T. P. Kutulas, QM3, USN, work on assignments in chart house.

Going to School at Sea Is Easy the *Diphda* Way

"Salty scholars" are in the majority on board *uss Diphda* (AKA 59), where more than 70 per cent of the officers and men are taking part in the voluntary educational program.

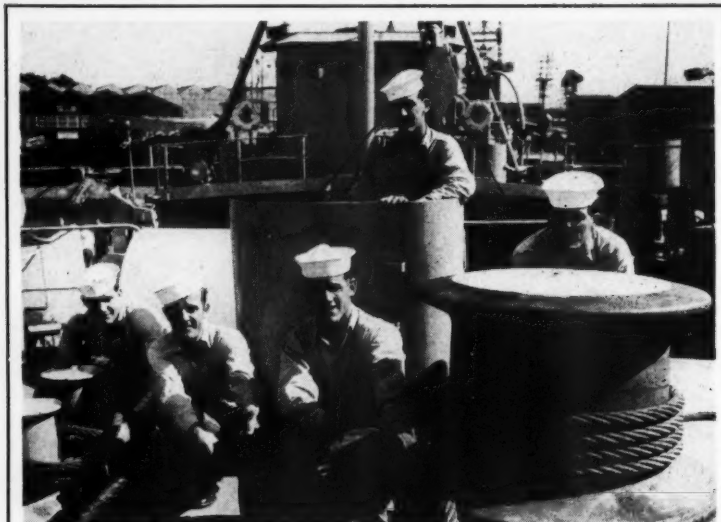
Thirteen officers and 141 enlisted men are enrolled in USAFI, high school, college and university courses as well as in Navy Training Courses.

Nine classes meet once each week, allowing students to straighten out assignment difficulties.

When a course is completed, students take written exams and, if they pass, are awarded achievement certificates. Frequent commendatory masts, usually conducted by an admiral, stimulate interest in the program.—Duane A. Wakeham, JO3, USN, ComServPac.



PROGRESS CHARTS show students where they stand. Here, ENS R. W. Stiegelmar, USN, chalks up completed course for A. D. McNeilly, QMSN, USN.



SAILORS from original seven-man crew of YFR 888 accompanied the refitted vessel from its East Coast berth to its new base in the Far East.

Raised Reefer—YFR 888—Now Serving in Far East

Navymen are proud of the ships in which they serve. At the drop of a white hat they will give you the scoop on their ship. They will give you the records their ship has set—talking fast so you won't interrupt to tell them about *your* ship.

This is the story of "ole 888," that started out from a watery grave on the east coast of the United States, and is now serving, good as new, in the Far East. She is a YFR.

If you're up on Navy vessel types, you'll know that YFR 888 is a "Refrigerated covered lighter, self-propelled."

Moored between two vessels at Bayonne, N. J., when a heavy storm broke her mooring lines, "888" was crushed by the ships on either side, then sent to the bottom. That was in 1950.

For the next two years she lay broken and battered until plans were formulated to raise her in April 1952.

Raised by Navy salvage men, "888" was cleaned, painted and refitted for duty. The yard craft was then assigned to duty in the Far East.

Moving a refrigerator yard craft some 12,000 miles to the other side of the globe is no mean task. Traveling by tow, she carried a seven-man crew all the way. By the time

they reached their destination, the crew of "888" had a strong feeling of attachment for the sturdy yard craft.

From Bayonne, *uss Penobscot* (ATA-188) towed her through choppy waters to the Panama Canal. At the Canal, "888" was picked up by *uss Unadilla* (ATA-182) and towed to Long Beach, Calif.

Then she started across the long stretch of the Pacific, now in tow of *uss Chowanoc* (ATF-100). The seven-man crew continued work on the vessel as best they could, eating from *Chowanoc's* galley.

Almost at the end of their journey, they ran into the tail-end of a typhoon. YFR 888 weathered it safely and reported for duty as per schedule, at Yokosuka, Japan. Old "888's" crew has now almost doubled, numbering 13, including six of the original crew.

The hard work of an enthusiastic crew has brought a new shine to the one dingy face of the reefer. New equipment and fixtures dot her way to repaying the Navy for her rescue from a watery grave.

Quiet and unassuming, "888" is carrying out her assigned tasks. If your ship should get reefer supplies from her some day, the crew will fill you in on more details.—Paxton Moore, PN3, USN.

2-in-1 Fire Truck

A couple of surplus two-ton trucks, placed back-to-back and welded together, are giving U. S. Fleet Activities of Yokosuka, Japan, increased fire safety and are providing an apt testimonial to Seabee ingenuity.

The hook and ladder truck, built entirely by local hands, is answering a long-felt need for a truck long enough to carry 60-foot ladders needed to reach the tops of large warehouses.

Chiefly responsible for the achievement are a pair of Seabees, C. R. Edwards CMG2 and J. E. Jones, CM1. The two took a pair of junked two-ton trucks and welded together the rear sections of each, bracing the body along the middle with four supporting beams.

The main problem was the steering mechanism in the tail of the truck. Because of the length—slightly more than 36 feet—it was necessary to steer the vehicle from both front and rear wheels to negotiate corners. It also required front-wheel drive.

Completely equipped with fire-fighting gear and tested for maneuverability at a 55 mph clip, the fire truck now does duty on the base and all for the total price of \$2700—about one tenth the price of a new model.

Quick Wits Save Pilot and Jet

Fast thinking and action by flight deck personnel aboard *uss Kearsarge* (CVA 33) recently prevented the loss of a quarter-million dollar airplane and possible loss of two lives.

An F9F Panther jet landing at a slight angle on board the carrier had its tail hook sheared off by the arresting cables. The plane hit the deck barrier at high speed, hurtled through it, and came to rest at a dangerous angle on the flight deck's edge.

Deck personnel raced into action. Lieutenant Commander Anthony Fedanzo, USNR leaped to the aircraft's wing to assist the pilot in making good his escape.

At the same time, Broaden E. Malloy, AA, USN, clung to the tail of the plane, weighting it down with his body to prevent it from tipping over and plunging into the water. He was joined quickly by others from the flight deck and their aid prevented the loss of the aircraft and possible loss of the pilot and Fedanzo.

Chief Adopts Korean Orphan

A bachelor Navy chief, Vincent T. Paladino, BMC, USN, has untangled the rolls of red tape involved in bringing into the U. S. his "adopted" son, Lee Kyung Soo, a four-year-old Korean war orphan.

On his first attempt, Chief Paladino was able to get as far as Honolulu with Lee before being turned back because of visa regulations on the youngster.

With the help of an understanding BuPers that revised the orders that directed him to school in San Francisco, Paladino was allowed to return to Japan where he completed legal arrangements for Lee's entry into the U. S.

Today little Lee is safe in the U. S. where he will make his home with Chief Paladino's parents in New York State.

Altitude Record

Lieutenant Colonel Marion E. Carl, USMC, has set an unofficial world's altitude record of 83,235 feet in a rocket powered D558-II *Skyrocket*. This mark exceeds the *Skyrocket's* own previous achievement of 79,494 feet in August 1951.

Colonel Carl set the new mark, almost 16 miles high, during the testing of a new Navy high-altitude pressure suit at Muroc Dry Lake, Calif. The small *Skyrocket* was carried to an altitude of 34,000 feet under a B-29 bomber.

Within seconds after being dropped, the four rockets which powered the aircraft blasted the D558-II well past the speed of sound as Carl headed it upward in a steep climb.

The aircraft's rocket fuel was completely expended by the time it reached 75,000 feet, but the momentum carried the plane up to the new mark. The altitude reached was determined by radio photo theodolite equipment on the ground. This equipment is accurate at that altitude to plus or minus 100 feet.

The new mark will not be recognized as official by the Federation Aeronautique Internationale because the rules specify that aircraft have to take off from the ground under their own power.

After reaching the zenith of his climb, Colonel Carl pushed the nose over and glided back down to the dried up lake bed where he made his landing at a speed of approximately 150 mph.



ADOPTED four-year old Korean son of Vincent T. Paladino, BMC, waves 'hello' with help of new dad.

Ships for NATO

Eight NATO nations will soon be giving new names to 130 converted or newly built ships slated for delivery from the U. S.

Two U. S. submarines will be loaned to both Turkey and Italy. The French took possession of an aircraft carrier, *uss Belleau Wood* (CVL 24) at Mare Island Naval Shipyard, in September.

The Italian Navy needs streamlined submarines in order to provide effective training of her anti-submarine forces to carry out the mission assigned her navy under the NATO organization.

The two submersibles will be loaned to Turkey to replace two obsolete ex-German U-boats.

The submarines will be converted into snorkel types and provided with spare parts and torpedoes. Funds for this work and material will be provided under the Mutual Security Program.

The French Navy has acquired experience in the operation of American aircraft and carriers from the *ex-uss Langley* (CVL 27). *Belleau Wood* was demothballed before being turned over.

In addition, a number of wooden hulled AMSs (motor mine sweepers) and AMs (mine sweepers) now being built in the U. S. will be shared by France, Portugal, Belgium, Denmark, Italy, the Netherlands, Norway and the Philippines.*

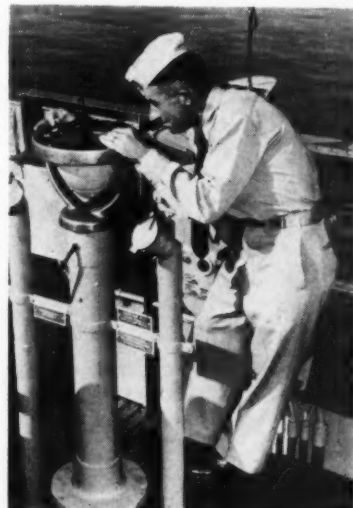
Chief's Chief Chief

The *Chief* lost a Chief who had spent more than three-fourths of his career at sea, when Richard Dionne, QMC, USN, retired. Chief Dionne was completing his twentieth year in the Navy—on board *uss Chief* (AM 315)—and sixteenth year of sea duty when he was finally beached.

Starting in the service at the age of 19, Navyman Dionne has seen a variety of duties in a variety of ships. He drew as his first assignment *uss Ranger* (CV 4), the first ship built and commissioned as a carrier, where he served as a signalman for four years before moving on to other assignments.

As he made his advance up the rating ladder, Dionne saw service in *uss Pennsylvania* (BB 38), *uss West Virginia* (BB 48), *uss Tippecanoe* (AO 21), *uss YMS 334*, *uss Cascade* (AD 16), *uss Berrien* (APA 62), *uss San Saba* (APA 232), *uss Quick* (DMS 32), *uss John R. Pierce* (DD 753), *uss Blue* (DD 744), *uss Firecrest* (AMS 10) and finally in *uss Chief*, the flagship for MinDiv 74 operating out of Long Beach, Calif.

Standing foremost in his memoirs are his experiences in *Tippecanoe*, which fueled *uss Hornet* just before Jimmy Doolittle's surprise raid on Tokyo, and in *Lexington* before she was lost in the Coral Sea battle during WW II.



RICHARD DIONNE, QMC, takes an azimuth before getting underway on his last cruise in *USS Chief* (AM 315).



USS THUBAN (AKA 19) was one of three PhibLant ships which carried a complete Marine air group from Norfolk, Va., to Yokohama, Japan.

PhibLant Transports Give Marines a Big Lift

Three PhibLant ships, *uss Alshain* (AKA 55), *uss Thuban* (AKA 19) and *uss Deuel* (APA 160) recently participated in a 32-day half-way-around-world lift which saw them carrying a complete Marine Air Group from Norfolk, Va., to Yokohama, Japan.

This port-to-port job was in contrast to their wartime job of taking aboard Marines along with their fighting gear and delivering them via assault boats direct to the scene of hostilities.

The three ships carried more than 1400 Marines and some 4200 tons of equipment. The group was accompanied by two escort carriers, *uss Corregidor* (CVE 58) and *uss*

Palau (CVE 122), which carried a cargo of planes and more than 400 vehicles of various types. The planes and the vehicles were cared for by 300 Marine airmen who rode the baby flattops.

The Marine passengers aboard *Alshain*, *Thuban* and *Deuel* quickly fell into the routine of shipboard life. They stood watches, helped out in the galley, bake shop, barber shop, laundry, sick-bay and in food serving.

It all helped make the voyage go faster. By the time the 10,250-mile voyage came to an end, "ships company" and "troops" had become just plain "crew."—W. J. Miller, QMC, USN, *uss Alshain*.



USS ALSHAIN (AKA 55) helped transport the more than 1400 Marines and 4200 tons of equipment in the 32-day half-way-around-the-world lift.

New Hurricane Hunter

Joining the ranks of "Hurricane Hunters" down in the Caribbean, the Navy's *Neptune* has come through its first weather battle with flying colors.

The latest hunter-plane, a prototype of the P2V-3W *Neptune* patrol plane, assigned to Weather Squadron Two of NAS Jacksonville, Fla., successfully tackled a full-scale hurricane. The results of this flight indicate that the *Neptune* may prove very valuable in tracking hurricanes. The squadron uses P4Y-2s in its operations, in addition to its single *Neptune*.

After the flight, the plane's aerologist reported low turbulence in the P2V, and the navigator liked being close to his radar scope.

Weather Squadron Two was commissioned on 10 Mar 1952 at NAS Jacksonville, Fla., and conducts hurricane reconnaissance throughout the Gulf of Mexico, Caribbean Sea and the Atlantic Ocean.

The hurricane hunting airmen search for and penetrate the big storms. They then radio the location, direction of travel and wind velocity to the Joint Hurricane Warning Service in Miami.

The Warning Service issues advice and warnings to the civilian population and government installations in the affected areas.

Smart Service Squadron

For the eighth consecutive month, Fleet Aircraft Service Squadron 6 of NAS Jacksonville, Fla., has earned a perfect mark for its work in the Atlantic Fleet Air Force training program.

This squadron marked up perfect scores each time, showing all hands registered in some course of study and all EMs qualified on time for their advancement in rating examinations.

The many top scores turned in by FASRon Six are partly due to its unusually comprehensive collection of textbooks. In addition, daily lectures covering the different phases of squadron policy, details of operation and proper procedure in carrying out daily work, are given by senior members of the squadron.

Other NAS Jacksonville-based squadrons that finished in the top 10 units include Fighter Squadron 31 — second; FASRon 109 — third; Fighter Squadron 14 — fourth; and Fighter Squadron 13 — sixth.

NAVY SPORTS

Spearfishers Make Big Catch

J. W. Prejean, AL3, USN, from NAS Guantanamo Bay, Cuba, is an avid spearfisherman, but even he wasn't prepared for the whopper he ran into during a recent escapade in the waters off Cuba.

Swimming about 100 yards from the boat, which was anchored about 200 yards off shore, Prejean was about to call it a day when he spotted a dark hulk below him in approximately 65 feet of water. With several powerful kicks of his finned feet, he headed to the bottom—quite a feat without the use of diving gear or an aqualung.

Prejean moved in and cut loose with his spear gun. The spear sank into the fish and the battle was on. It was only then that Prejean realized what a tremendous fish he had tangled with.

With one terrific pull, the fish jerked the gun from Prejean's hands and Prejean had to surface for air.

R. L. Munsell, AN, USN, who had been watching the battle, now went down to apply what he thought would be the "coup de grace." But his spear bounced off the monster as if it had a steel coat.

The wounded fish headed for one of the coral shelves prevalent in the area and nestled in a little cove, with only its head and part of its back exposed.

The excitement of such a find attracted other members of the party. Lieutenant (junior grade) John Kropack joined the battle and speared the fish. He then attempted to pull it to the surface but the cable attached to the spear snapped like a piece of thread.

The fish remained at the bottom and obviously had no intention of being moved from its rugged haven in the coral bed. All hands reloaded and rigged heavier lines to try to bring up the prize, but repeated shots and pulls failed to budge the monster.

Two more spearmen, Ted Alberg and Bob Foster, SN, USN, both equipped with aqualungs, now appeared on the scene and after a hasty conference it was decided that this pair would make the final effort to bring the catch to the surface.

Foster dived down, ran his spear through the fish and bent it double to provide a sure hold. This set the huge fish off on a 60-yard dash through the depths.

Foster, holding tight to the



SPEARFISHERMEN J. W. Prejean, AL3, USN, and R. L. Munsell, AN, USN, pose with 158-pound 'grouper.'

doubled spear, was carried along behind. Pulling out his knife (which is standard equipment for all skin divers) Foster stabbed at the fish repeatedly until it stopped. Lucky it did, for the edge of another coral shelf was just a few yards beyond.

It took Ted Alberg and Foster, aided by the group topside, more than an hour to haul the fish to the surface.

The fight and excitement had been worth it. The spearfishermen had caught 158 pounds of fighting

grouper—one of the largest catches ever made by the men of the Guantanamo Bay Spear Fishing Club.—LCDR W. K. Woodard, (SC), USN.

Judo Draws Interest

The ancient Oriental form of self-defense and sport—judo—is finding increased interest among sailors on ships and stations in the Far East.

For example, when the heavy cruiser USS *Quincy* (CA 71), visited Nagoya, a city in southern Honshu, Japan, a judo exhibition, which included performers who hold the rare "striped red belt," was held on the ship's fantail. The striped red belt is an indication of an expert in judo.

The men of *Quincy* saw both "Kata" and "Randori" style judo performed on the straw-matted fantail. "Kata" is the practice of form, a very difficult art that was used by armored Samurai (Japanese warriors) on ancient battlefields. "Randori" is formal combatant matches between teams.

Vice-Governor Mori, of Aichi Prefecture, and wearer of a fifth grade black belt, gave the welcoming address and then excused himself and returned in a "judo-gi" (judo clothing) to take part in the demonstration. Tipping the scales at more than 250 pounds, the Vice-Governor is a former captain of the Nippon University judo team.

The men of the attack cargo ship



JUDO EXPERTS demonstrate holds, that once had a part in Samurai battles, to crewmen of USS *Quincy* (CA 71) during ship's stopover in Nagoya, Japan.



JAM SESSION on board USS Roanoke (CL 145) finds sailors D. E. Mann, R. L. Olcese, R. D. Sleight, J. R. Roberts and J. P. Turi sounding off with 'Blue Skies.'

uss *Union* (AKA 106) have gone a step further. To them, the art of judo has become a hobby and sport to learn and practice in off-duty hours aboard their ship.

Lawrence A. Tierney, BM1, usn, has organized a judo class aboard *Union*, teaching his shipmates this artful and sporting means of self-defense. Tierney teaches his class of 20 men both Randori and Kata phases of judo.

Tierney, who first became interested in judo after watching exhibitions in California and Japan, learned judo in Japan and wears the black belt.

The judo class on the attack cargo ship has held matches with judo students in Japan and on other Navy ships in the Far East. *Union* is on her third tour of duty in the Far East.

Band Makes Pacific Swing

Navy musicians do more than play flourishes and marches. If you don't think so, ask the members of the CinCPac Fleet band.

On a recent swing around the Pacific area, they loaded and unloaded from planes, ships, boats, buses and trucks over 7,000 pounds of musical instruments, baggage, and equipment. At each stop they played it "hot" and "sweet," for the guys doing duty in Japan, Korea, Formosa and the Philippines.

Forty days and 16,000 miles later, after the band's return to Hawaii, the echoing applause from the more than 80,000 people that looked and

listened was still ringing in the ears of Chief Musician Zeramby and his 24-man combo.

It wasn't the first trip the band has made away from home base and it probably won't be its last—but it was the longest.

Starting from Honolulu, they touched at Midway and Wake. Here they played popular requests of the Navymen in front of propped-up screens on the beaches. Then came Japan and stops at Atsugi, Tokyo, Yokosuka, Itami, Tachikawa, Iwakuni, Itazuki and Hakata.

A jump over water and the band entered Korea, Pusan and the Korean Naval Academy at Chinhae. Three thousand Korean midshipmen shouted for "Indiana," "Bandjive" and "Boogie Studio No. 5." From there they covered United Nation's bases in South Korea where men sat, listened and applauded. Then on to Taegu, Seoul, Inchon, with stops in hospital ships *uss Haven* (AH 12) and *uss Repose* (AH 16). After playing to the wounded Navymen and Marines they went on to Okinawa where 7000 people watched the show. This audience was topped in Formosa where 12,000 assembled.

Continuing their swing, the bandsmen played in the Philippines—Sangle Point, Cubi Point, Subic Bay, Clark Field and Manila—then on to Guam, Kwajalein, Johnston Island, and finally home to Hawaii.

Rave notices are calling them back and the bandsmen are ready. —John Lake, JO3, usn.

'Hottest' Band in the Navy

A "real cool" bunch of musicians from *uss Roanoke* (CL 145) consider themselves the "hottest" band in the U. S. Navy.

As a matter of fact the band was once so "hot" that trumpet valves expanded and stuck, lacquer peeled off the outside of instruments and snare drum heads became so taut that they finally popped off.

This took place during a summer's cruise in the Caribbean, where the weather gets rather warm—to say the least. They claim the weather should take only part of the credit, however.

Made up of 17 men, the band has a schedule that would make many a civilian band scramble for a second look at its contract. To date the ComCruDiv TWO band has played and marched on both sides of the Atlantic and its audiences have varied from a Portsmouth high school homecoming crowd to the King and Queen of Greece.

In the latter case, the band was down to only 14 members and represented the U. S. Navy during a review in Athens, Greece, that found them marching behind a 100-piece French band and a 100-piece British Royal Marine group. The band members state with quiet conviction: "We held our own."

Playing everything from "square music" (concert-style) to jazz, the band has a schedule that keeps it on the go.

A typical day at sea finds bandsmen playing for morning colors, and then rehearsing till noon when they give a concert in the mess hall. Afternoon finds them back at rehearsal. In the evening they play for one and a half hours before the scheduled movie.

They are also broken out each time a ship comes alongside for fueling. In addition, all members of the band stand regular underway watches.

In port they are even busier, keeping engagements for dances and official functions plus their regular schedule.

While a 17-piece band isn't a large band, director Paul E. Cooper, MUC, usn, believes the group makes up in quality what it lacks in size. All members are graduates of the U. S. Naval school of Music in Washington, D. C., and several of the players have a college background in music.

International Charity Basketball

Mixing charity with sporting events is often a habit when the U. S. Navy is concerned. A good example of this was when two U. S. aircraft carriers steamed into Hong Kong. They were issued a challenge to play basketball against Crown Colony and Chinese quintets.

The Navy teams outscored the Hong Kong clubs in three of the four games, but the most important score was the \$2,100 donated to the Hong Kong children's welfare fund from the gate receipts.

The first game took place when *uss Kearsarge* (CVA 33) came in for rest and recreation for the crew. It drew \$138 for the children's fund, and set a pattern for the remaining contests.

A month later, *uss Lake Champlain* (CVA 39) arrived in Hong Kong and took part in the last three games of the "international charity series." In the second game, the "Champ" team outshot their Far East rivals and added more than \$180 for the needy children.

The idea snowballed and spectators thronged to the final two games of the series. In the third contest, more than \$600 was taken in and the final game produced \$1,000 more for the children's welfare fund.

AM Cagers Are On the Ball

The basketball team from the 220-foot mine sweeper *uss Tanager* (AM 385) racked up a near-perfect record in competition with other units of the Sixth Fleet, winning 12 games and losing only one.

Despite the fact that they had no steady court practice and they never had played together before, the *Tanager* cagers scored victories over such larger ships as the destroyer tender *uss Yellowstone* (AD 27) and the cruiser *uss Baltimore* (CA 68).

The mine sweeper's lone defeat was to the carrier *uss Coral Sea* (CVA 43) in a run-away game held on the carrier's hangar deck. In that game, *Tanager* was handicapped in that its team captain, J. W. Rozier, DC3, USN, and its high scorer W. C. Buck, SA, USN, were unable to play.

Team Captain Rozier explained the hustle and team spirit of the *Tanager* hoopsters: "The team was put together in a hurry. We all like to play basketball and were anxious to meet other Navy teams, although when we started, we didn't expect to make such a good record."

SIDELINE STRATEGY

AS Navy basketball teams settle down this month to the serious business of All-Navy preliminaries, the question making the rounds is "Who has the best basketball teams in the Navy?" According to reports received by ALL HANDS, it appears that the West Coast, as last year, will produce some of the top ones.

PhibPac, 1953 Pacific Fleet champion, has come up with another powerful quintet. With nine men returning from last year's squad, "Invader" Coach Bob Williams has molded what should be a high-scoring machine around such proven veterans as Roland Minson, All-District forward, Leroy Bacher, and Dave Anderson. Newcomers who should give PhibPac an added punch are Monte Gonzalez, Henry McMillan, Bob Barnett and Al Bullard.

At NTC San Diego, the byword this year is height. One of their boys is reported to reach 6-ft. 7-in. into the ozone. With this in mind, the "Blue-jackets" sparked by returnees George Hitchins, Bill Hicks, Harmon Boggs and Web Small, will base their attack around the "double post" offense.

NAS San Diego should not be left out when figuring West Coast powers. Although the "Sky Raiders" have only three men left from last season's team, Coach Doug Finley will have such able newcomers as J. E. Myers, 5-ft. 8-in. high-scoring speed merchant from

NATTC Memphis, Neil McNeilly, Marv Botz, Shell Beebe and Chuck Kammerer.

East Coast quintets will be in there scrapping for top honors, too.

At NTC Bainbridge, for instance, practically the same team that won last year's 5th Naval District title will be around this season. Returning are George Dempsey, Dick Supranowicz and Mike Vitale, who finished 1-2-3 in scoring for the "Commodores" last year, plus the other two starters. Tony Hladik and Jack Heldman. Making the Bainbridge basketball picture even brighter are newcomers Bob Dudley Smith, Dick Davies, Pen Tudor and Jack Levitt.

Another contender for East-Navy honors should be NAS Quonset Point, R. I. Player-Coach Don Gromisch has assembled a crew of 20 tall cagers. The team is presently competing in the newly formed New England Interservice League. Title hopes for the "Flyers" hinge on the play of George Sehringer, Kenny Clark, Bob Alechnowicz, Bob Deussenberry, Don Gromisch and Lowell Potts.

Down South, NATTC Memphis has Jim Ingram, 6-ft. 5-in. Gilbert Oliver and Al Gary back from last year's 6th Naval District championship team, forming the nucleus for what looks like another top-flight aggregation.—Rudy C. Garcia, JO1, USN.



THE BULLETIN BOARD

'Navy Bank' Makes It Easy, Profitable for Enlisted Men To Salt Their Dollars Away

In his famous Almanac, Poor Richard once stated, "If you would be wealthy, think of saving as well as of getting."

Such words make just as good sense today as the day they were written. One of the safest—and most profitable—places a Navyman can salt away his dollars is the Navy Savings Deposit Program.

Funds deposited in the "Navy Bank" for periods of longer than six months, earn interest at the rate of four per cent yearly. For example, put \$500 into the hands of your disbursing officer as a savings deposit, leave it there for your entire six-year enlistment and you'll be able to draw out \$620 when you take your reenlistment leave.

All enlisted personnel of the Navy and Marine Corps (except for enlisted personnel of the Naval Reserve ordered to active duty for a period of less than six months) are eligible to use this Navy banking service, which was authorized by Congress back in 1889. Commissioned and warrant officers, however, are not eligible to use it. The regulations are contained in Chapter 4, Volume 4, *Navy Comptroller Manual*.

To open an account, you should submit a request via your commanding officer to your disbursing officer. After the request is approved and



"Look! Joe! They saw our signal!"

when you make the initial deposit, your disbursing officer will have you sign your deposit record book.

The deposit record book (S&A Form 47, Revised) has a serial number and is similar to bank books issued by commercial banks. It is used to keep a record of all deposits made to your account. This deposit book is retained in the custody of the disbursing officer.

You may make *one deposit each month* in your Navy savings deposit in full-dollar amounts of not less than five dollars. Also there are limitations on the amount of money which can be deposited at any one time. These limitations are:

- Not more than the amount of your previous three months net pay and allowances, including travel and reenlistment allowances, and lump sum settlement of unused leave.
- Not more than the amount of money deposited in your account during a previous enlistment, plus the accrued interest provided you reenlist immediately on board.
- Not more than the amount of your savings deposit plus interest re-deposited upon first extension of enlistment.
- Not more than the amount of your savings deposits plus interest repaid on transfer to the Fleet Reserve provided you are retained on active duty.

Explanation: When your enlistment expires, you are required to close out your Navy savings deposit. All sums deposited will be repaid in full with interest only upon dis-

charge, release from active duty, transfer to the Fleet Reserve, or appointment to warrant or commissioned rank. All money deposited and the interest on it will be exempt from liability for the depositor's debts.

When reenlisting, you may reopen your account, again depositing all the money that was in the account when it was closed plus accrued interest provided you reenlist immediately on board.

The two methods of making deposits are by cash or by checkage.

Cash deposits may be made by depositing cash with the disbursing officer. The alternative method is for you to request that the disbursing officer enter a savings deposit checkage on your pay record. In either case, the amount deposited will be entered on the deposit record book.

A savings deposit slip containing the same information as shown in the deposit record book will be signed by both you and the disbursing officer whenever practicable. One copy of the savings deposit slip will be given you as your receipt so you can keep a permanent record if you wish.

You are building up a fund to fall back on in case of emergency, or to use for that next fishing trip or vacation.

Revised Correspondence Course On Supply Is Now Ready

The Officer Correspondence Course, "Introduction to Supply," has been completely revised, and is now based on Volume I of *BuSandA Manual*.

The new course, NavPers 10978-A, has been evaluated at five points credit, and Reservists who completed the earlier course, NavPers 10978, may take the new course for additional credit. This course is now available at the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y.

Application for enrollment should be made on form NavPers 992 forwarded via official channels. Commissioned officers, warrant officers and CPOs are eligible to enroll.



"Louie, how could you? ... Think of all the good times we had together ... a big happy family. Its all gone ... now that you've made seaman."

Board for Correction of Naval Records Carries on in Eighth Year of Reviewing Cases

There is a little known board of civilians who since August 1946 have been working for the benefit of Navymen seeking redress or correction of naval records.

The board was authorized by Congress which empowered the Secretary of the Navy, acting through the *Board for Correction of Naval Records* to correct any naval record where, in its judgment, such action was necessary "to correct an error or remove an injustice."

The five-man board is made up of civilian personnel attached to various offices or bureaus within the Navy Department. At the present time, four of these members are employees of the Bureau of Medicine and Surgery, Naval Personnel, Ordnance, and Yards and Docks, respectively. The fifth member is an employee of Headquarters, Marine Corps.

Upon receipt of an application, the naval record in question is examined in the light of the applicant's allegations of error or injustice. When it has been determined that sufficient evidence has been presented to indicate a probable error or injustice, the applicant is informed that he may appear before the Board in person, or through counsel, or in person with counsel.

Both officers and enlisted personnel—Navy or Marine Corps—are privileged to petition the Board for a review of their record. Also, as a former member of the naval service, discharged, retired or inactive, you may petition the Board for corrective action should you have evidence of an error in your naval record or evidence of an injustice in the treatment accorded you while a member of the naval service.

The standard application form, which may be obtained from district legal offices or upon request addressed to the Board for Correction of Naval Records, Navy Department, Washington, D. C., should contain a complete and detailed description of the error or injustice.

The burden of proving the existence of an error or injustice rests with the applicant; unless this burden is met no action will be taken.

The Board's jurisdiction includes

the review of cases involving a change in the character of discharge or dismissal originally issued as a result of general court-martial sentence; removal of a mark of desertion; restoration of time lost; establishment or adjustment of service credit; restoration of rank, grade or rating where a reduction was not in accordance with regulations or not warranted under the circumstances; and removal of derogatory material from a naval record.

The Board's regulations, approved by the Secretary of the Navy and the Secretary of Defense, provide

that no application will be considered until the applicant has exhausted all effective administrative remedies afforded him by existing law or regulations.

Every effort is made by the Board to assure an impartial consideration of each case, and all obtainable evidence is evaluated in order that just and equitable decisions may be rendered.

Applications requesting a correction of a record must be filed prior to 25 Oct 1961, or within three years of discovery of the alleged error or injustice, whichever be the later.

WAY BACK WHEN

U. S. Naval Base, Norfolk

The date was 26 Apr 1907. The occasion was the opening of the Jamestown Exposition at Hampton Roads, Va., commemorating the 300th anniversary of the first English settlement in North America at nearby Jamestown.

No one realized at the time that the site of the Exposition would some years later become the site of what is probably today the largest naval base in the world—the U. S. Naval Base, Norfolk, Va.

Since that time, the 450 acres of the original grounds have been boosted to more than 3000 through purchase and reclamation of shoals and marshland. A large naval supply center, a naval air station and many other activities have been established here.

The "Hampton Roads Naval Operating Base" was commissioned on 12 Oct 1917, soon after the U. S. entered World War I. A month later, some 7000 sailors and marines were housed in its barracks. The Exposition auditorium was converted into an administration building (it burned down in 1941), and storehouses and other buildings were made usable. Fountains were leveled and lagoons were filled in.

Two of the principal Exposition structures are now naval headquarters. One houses the Naval Station administration; the other is occupied by the staff of the Fifth Naval District commandant. Nearby is a gymnasium which was originally constructed as the Exposition's History building.

Perhaps the most vivid reminders of the 1907 edifices are the State buildings, which were conceived as waterfront mansions fronting the boardwalk. The handsome buildings are identified by plaques bearing the names of the states.

One of them, representing Pennsylvania, is a replica of Independence Hall in Philadelphia and has become the base officers'



club. Adjacent is the Virginia building which serves as residence of the Fifth Naval District commandant and his family. A short distance away is the Missouri House. Other State exhibit houses, many of which are still in use today include Connecticut, Delaware, Georgia, Illinois, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, North Dakota, Rhode Island, Vermont and West Virginia.

More than 45 years have obliterated many of the Exposition landmarks or altered them so they are no longer recognizable. The former auditorium, as noted, burned down in 1941 and has been replaced by a three-story building which serves as the Fifth Naval District Headquarters. The frame Pine Beach Hotel was demolished to make way for the six-story naval supply center. The Friendship Arch, donated by the Japanese government to the Exposition was torn down during World War II.

Yet, every now and then, an elderly visitor may be seen pointing out to a companion some faded splendor that he remembers from the Exposition's seven-month run in 1907.

Can Your Dependents Depend on You—Are Your Papers in Order?

If there is anything inevitable in this world it is that sometime we will die. It's an unpleasant thought perhaps, but a fact to face nevertheless.

That's important to others besides ourselves too—particularly to our widow, children and other dependents.

Every year a number of widows of Navymen who die in the service are faced with, and suffer, needless privation, difficulty and anxiety at a time when they are least able to cope with such trouble.

This article will attempt to remind you of the benefits that accrue to your estate or widow in the event of your death, the documents your widow must produce to receive them and to whom the documents must be sent. For further details on rights and benefits see *ALL HANDS*, Feb 1953, p. 30.

Now is the time to gather these necessary documents together and put them away in a safe place for use when they are needed.

In the event of death "in the line of duty" while in the service a Navyman's widow is entitled to:

Veterans Administration Compensation, plus allowances for any children—This compensation may amount to as much as \$150 monthly (under wartime rates) for a widow with two children, both under the age of 18. In the case of death in line of duty in active service during peacetime, a veteran's compensation is also paid, but the rates are lower. The Veterans Administration also pays a *pension* to the dependents of veterans of WW I, WW II or the Korean conflict, for *non-service connected deaths* (\$48 for a widow with additional amounts for children) under *certain conditions*.

To prove eligibility for compensation or pension (which only starts coming in when documentary proof of eligibility has been received) the dependent must present:

- Certification of death (obtained from BuMed, Navy Dept., Washington, D. C.) normally provided by Navy Department.
- A certified copy of the public record of marriage (if the dependent is your wife).
- If either spouse was previously married, a certified copy of public

record of death of former spouse, or a copy of court decree of divorce or annulment of any prior marriages.

- Birth certificates of children under 18 years of age.
- Certified copy of public records of birth of deceased (if dependent is your mother or father).

These documents, with a claim for the pension, should be sent to: Director, Dependent Claims Service, Veterans Administration, Washington, D. C.

Six Months' Gratuity of Pay—This can be a tidy little sum and is certainly helpful to a widow facing continuing household expenses. Remember, all pay and allowances stop with the death of a serviceman. Normally it takes about three weeks to receive gratuity pay, but under a recent ruling it can be paid within a 48-hour period if the death of the Navyman can be quickly determined to be not the result of his own misconduct. No documents are required for gratuity pay, but if immediate payment is requested the following should be made available by the widow and/or local command:

- Name, file or service number and rank or rate of deceased.
- Activity at which deceased was serving at the date of death.
- Finding of a medical officer that death was not the result of misconduct.
- Name and address of widow.
- Statement of circumstances requiring immediate payment.
- Date of death.

In a normal application, the necessary forms are forwarded to the dependents by the Casualty Branch of the Navy Department. Whenever paid, this gratuity is *tax free* and may not be attached or withheld to cover indebtedness of any kind.

Return documents to: Bureau of Naval Personnel, Casualty Branch, Washington 25, D. C.

Arrears of Pay—This is the amount of money the deceased has due him on his pay account. Payment of arrears in pay is made by the Navy first to the legal administrator, or if none is appointed, to the next of kin in prescribed order. A claim form is forwarded by the Navy Department to the heir (noted on Form DD-93, a form which is part of your record

HOW DID IT START

Ship with the Wrong Name

The how and why of it are not known, but crewmen of the destroyer tender USS *Hamul* (AD 20) insist that their ship is the only one in the U. S. Navy that can claim this unique distinction—her name is misspelled. Informed sources say that the error probably originated with the letter authorizing the ship's name.

A merchantship under the name *Doctor Lykes* at the beginning of World War II, the ship was later commissioned by the Navy as an AK. Since Navy cargo ships are customarily named after astronomical bodies or counties in the U. S., it is a fair assumption that she was to be named in honor of "Hamal"—the star. A typographical error intervened, however, and although she was ultimately converted to a destroyer tender, *Hamul* she remains to this day.

The Pacific campaigns of World War II saw *Hamul* serving the fleet at Saipan, Ulithi, Kerama Retto and Okinawa, where she earned a battle star on the Asiatic-Pacific Service Medal and the Navy Occu-



pation Service Medal, Pacific. In addition, she has earned the Navy Occupation Service Medal, Europe. During the recent Korean war, the busy tender entered the "official" combat zone three times, in as many tours of duty.

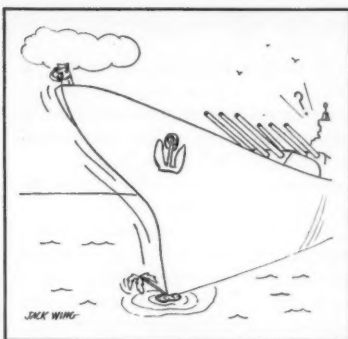
and should be kept current). It generally requires several months for payment of arrears in pay to be made.

Payment of Indemnity and/or Government Insurance—Naval personnel are now automatically insured, at no cost to themselves, for \$10,000 against death while on active duty and within 120 days after separation from active service.

This free indemnity is payable to members of the serviceman's immediate family, in 120 monthly installments of \$92.90, providing the serviceman had no government insurance in force. If the serviceman has an insurance policy, either NSLI or USGLI, in effect at the time of death, then payment on these policies will be made according to his specifications to his beneficiary, and if the insurance is for a total sum of less than \$10,000, then the difference will be made up in the form of an indemnity paid at monthly intervals to his dependent survivor, to bring the full amount paid up to \$10,000.

Many servicemen have "waived" payments on their National Service Life Insurance or U. S. Government Life Insurance *term* insurance or have "waived" payments of the "pure insurance risk" portion of the premiums on their *permanent* plans of National Service Life or U. S. Government Life Insurance while they are on active duty, thereby keeping their insurance on the same plan and with the same provisions in force for the time when they are released from active duty when they will start paying insurance premiums again. In the event of your death while you are in such a category the proceeds of your insurance will be paid to your beneficiary in the manner which you had previously designated. However, if you have *cash-surrendered* your permanent plan of National Service Life Insurance or U. S. Government Life Insurance (that is, given it up entirely) you are covered under the indemnity, and your beneficiary or beneficiaries will be paid in the manner prescribed by law for payment of the indemnity.

In any event, whether from government insurance or from the free indemnity, the surviving beneficiary or beneficiaries of the serviceman are protected to the extent of \$10,000. How this \$10,000 will be paid, either in a lump sum, or under various monthly insurance options, or under



"...But... Sir..., I still don't see anything..."

the indemnity provisions, or possibly a combination of these, depends on what the serviceman himself has decided.

Documents required to collect all government insurance are:

- The actual policy (not required for the Free Indemnity).
- Proof of death (supplied by the Navy Department).
- Birth Certificate of beneficiary (if Option 3 and 4 of USGLI or NSLI is selected).
- Marriage Certificate.

These should be forwarded to the Veterans Administration, Insurance Service, Washington 25, D. C., along with applicable forms.

Incidentally, any commercial insurance policy you may carry in addition to your government insurance will invariably require at least:

- The policy itself.
- Proof of death.

Social Security Benefits—This relatively new benefit appears to be generally unknown to most Navymen. The important thing about it from the point of view of a widow is that if she has children under 18 years of age and the deceased has served at least three months in the Armed Forces between 16 Sep 1940 and 31 Dec 1953, she is entitled to a pension of up to \$128. The exact amount depends on the number of dependent children plus years of eligibility and various other factors. (See ALL HANDS, Nov 1952, p. 48 for more details on Social Security benefits to the Navyman in and out of the service).

If, however, the decedent's widow is under 65 years of age and there are no children, she will not be eligible for a Social Security pension until she reaches the age of 65.

Documents required to prove eligibility are:

- Birth Certificate or proof of decedent's date of birth (i.e. Baptismal Certificate, Bible record, etc.).
- Birth Certificate or proof of wife's date of birth.
- Birth Certificate or proof of children's date of birth.
- Marriage Certificate.
- Social Security Account Number (if decedent had one).

These documents should accompany claim to the Social Security Board, Gander Building, Baltimore 2, Md., or to your local Social Security office.

There are other less tangible benefits your widow is entitled to that she will want to be aware of should she have the sole responsibility—financial and otherwise—of raising the family.

• **U. S. Civil Service preference** for veterans is awarded to any unmarried widow of a wartime veteran. The nearest Civil Service employment office can provide the latest details.

• **Medical care** for unremarried widows and dependent children is the same as they received while the husband was living.

• **Commissary and Navy Exchange** privileges likewise continue.

• **Free transportation** of household effects (and one automobile if outside U. S. or in Alaska) to location desired by widow is granted by the Navy.

• **Eligibility for G.I. Bill loans** under the World War II G.I. Bill until 25 July 1957 is awarded the widow of a serviceman who served during W.W. II.

• **Dependent's travel allowance** to place designated by widow is given by the Navy.

Documents needed to prove eligibility for these benefits are:



"8, 9, 10... Reveille Reveille!"

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- Marriage Certificate.
- Birth Certificate (of dependent and children).
- Death Certificate.

The nearest ship or station chaplain can assist in obtaining these benefits.

In addition, the following organizations offer their facilities and aid.

• **Navy Relief Society**—If there is proof of need, financial assistance will be provided for immediate necessary expenses and for basic living needs during the period a dependent is forced to wait for government benefits.

• **Veterans' Organizations**—Most veterans' organizations are prepared to render assistance or to represent the widows of their members before the Veterans Administration. No fee is charged for their services.

These organizations, among others, include the American Legion, Disabled American Veterans, Fleet Reserve Association and Veterans of Foreign Wars.

Here's a brief checklist of the important documents you should have at your fingertips as evidence of your entitlement to survivor's benefits.

• Birth Certificates of the service member and each member of his immediate family.

• Naturalization papers (if not born in U. S.).

• Adoption papers (if appropriate).

• Marriage certificates (including former marriages of the serviceman or his wife).

• Divorce decrees of both the service member and his wife.

• Court orders pertaining to support and custody of service member's legal dependents (including his or his wife's children by a former marriage and any adopted children).

• Death certificates of children, former wife or former husband of wife).

• Deeds and mortgage documents.

• Insurance policies.

• Bank accounts, Savings Bonds, securities.

• Wills.

• Power of Attorney.

• Proof of service.

These documents can be obtained from various sources. The Navy Department provides the Navyman's death certificate and statement or proof of service. Your County Clerk or such official can provide certificates of marriage, deeds, mortgages and court orders.

Naturalization papers can be obtained from the U. S. Department of

Justice. Adoption and birth certificates can be obtained from Vital Statistics and Welfare departments of the state concerned.

In the event that you are unable to procure certified copies of the documents you need, your legal assistance officer will be able to advise you as to what other evidence to get instead. (For more on the legal assistance officer and how he can help you, see *ALL HANDS*, Sep 1953, p. 48).

You should never release the original of any of these documents. Instead, have an adequate number of photostatic copies made. Such copies are necessary; many of the agencies a widow applies to take simultaneous action and cannot do so if they must await release of some needed document by another agency considering another claim.

A safe deposit box, with the right of entry given to a dependent or other trusted individual, is one of the safest places in which to keep important papers and documents.

Power of Attorney—A Navyman who has financial and business transactions that must be managed while he is in service, may wish to consider granting a Power of Attorney to a reliable and trustworthy person. This person can then act in the name of the service member and legally handle his affairs. It is advisable for you to discuss this subject with a lawyer or legal assistance officer.

The DD Form 93—Part of your service record, it is one of the most important forms you fill out and should be kept up to date. It is your means of telling the Navy whom to inform in case of emergency and the disposition of benefits in event of death.

The DD 93 form designates your beneficiary under the Serviceman's \$10,000 Indemnity, commercial insurance companies to be notified, and special allotments you wish to be made out to persons and/or agencies. It also designates beneficiary for your gratuity. This is necessary information your dependents and the Navy need to have in the event you are missing, interned or generally unable to return to naval jurisdiction.

This form should be kept up to date. Whenever there is a change in address, marital status, number of dependents, or promotion to commissioned rank, make sure the proper change is made on your DD Form 93.

Driving Center Helps Cut Auto Accidents 30 Per Cent

Dodging rickshas and nimble-footed pedestrians, and remembering to keep to the left-hand side of the road make driving for Navy-men assigned to duty in Yokosuka, Japan, a bit hazardous. Yet, thanks to an alert Driver Examining Center, accidents have been cut by nearly 30 per cent in the last five years.

The driving center went after the problem of reducing accidents by the most direct means. Officials reasoned that since driving in the teeming city was similar to running an obstacle course, they would erect a "course" for fledgling drivers.

The obstacle course tests a man's ability in parking, stopping and driving through a zig-zag course marked with flags. Hitting one of the flags automatically eliminates the applicant.

Before anyone can tackle the obstacle course, he must hurdle a

rough series of tests that include two written examinations and measurement of reactions, judgment, color perception and field of vision.

If, after completing the course, the applicant is still in the running, he then gets a crack at the hardest test of all, a road test in downtown Yokosuka. Here his every move is checked from the time he pulls away from the curb until he returns to the parking lot.

At the end of the one-and-one-half hours needed for all phases of the test the applicant usually feels as though he has been through the mill. Those who pass feel justifiably proud because, as the examining center states, "the majority who take it fail."

During the five years of its existence the Center has given more than 26,000 examinations to Navy and Marine personnel, their dependents, and Japanese citizens applying for Navy's driver's licenses.

Take Your Pick of Correspondence Courses Available to EMs

HERE is a complete round-up of Enlisted Correspondence Courses now available. This list includes both new ones and those previously listed in ALL HANDS. Additional courses are being prepared and will be announced as they become available.

All enlisted personnel, whether on active or inactive duty, may apply for the courses.

An Enlisted Correspondence Course serves not only as a means of studying some naval subject of

interest to you, but also as a substitute for completion of a Navy Training Course. It qualifies you to take the advancement in rating examination—if all other requirements such as commanding officers' recommendation, etc., are met.

If you want to take a course (and you are on active duty) see your division officer or your Education officer and ask for Form NavPers 977, "Application for Enlisted Correspondence Course."

If you are a Reservist on inactive duty, request Form NavPers 977 from your naval District Commandant or from your Naval Reserve Training Center.

Applications should be sent to the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

In most cases, applicants will be enrolled in only one correspondence course at a time.

Title of Course	NavPers Number	Applicable to Following Ratings in Particular	Title of Course	NavPers Number	Applicable to Following Ratings in Particular
General Courses			Deck Group		
Bluejacket's Manual	91205	All rates and ratings.	Boatswain's Mate 3	91242	BM.
This is Your Navy	91208-1	All rates and ratings.	Boatswain's Mate 2	91243	BM.
Ship Activation Manual	91215	BT, EM, EN, FC, FN, FT, GM, MM, TM.	Boatswain's Mate 1	91244-1	BM.
Handbook of Survival in the Water	91218-1	All rates and ratings.	Chief Boatswain's Mate	91245-1	BM.
Basic Courses			Cargo Handling	91247	BM, SK, SW.
Mathematics, Vol. 1	91219	AD, AE, AF, AG, AK, AL, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FC, FP, FT, HN, IC, ME, MM, MR, OM, PM, SN, SO, SV, TN.	Quartermaster 1	91251	DM, QM.
Mathematics, Vol. 2	91220	AD, AE, AF, AG, AL, AK, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FC, FP, FT, HN, IC, ME, MM, MR, OM, PN, SN, SO, SV, TN.	Chief Quartermaster	91252	DM, QM.
Advanced Mathematics, Vol. 1	91221	AT, DM, FT.	Introduction to Communications	91254	RM.
Electricity	91225	AE, AN, AO, CE, DM, EM, ET, FN, FT, GM, IC, IM, MM, MN, RD, RM, SO, TD, TE, TM.	Manual for Buglers	91257	QM.
Blueprint Reading	91223-1	AB, AD, AE, AL, AM, AO, AT, BT, BU, CE, CN, DC, DM, EM, EN, FP, IM, ME, ML, MM, MR, PM, SW, TD, UT.	Sonarman 3, Vol. 1	91259-1	ET, SO.
Use of Tools	91228	BT, BU, CE, CM, CN, DC, EM, EN, FN, FP, GM, IC, IM, ME, ML, MM, MN, MR, PM, SW, TM, UT.	Sonarman 2, Vol. 1	91260-1	ET, SO.
Basic Machines	91230	CM, DM, GM, IM, MR, TD, TM.	Radarman 3	91266	AC, RD.
Seaman	91240	SN.	Radarman 2	91267	AC, RD.
Fireman	91500	FN.	Quartermaster 3, Vol. 1	91284	QM, RD.
Constructionman	91562	CN, DM.	Quartermaster 3, Vol. 2	91285	BM, QM.
Introduction to Aircraft	91601	AC, AN.	Quartermaster 2, Vol. 1	91286	QM, RD.
Stewardsman	91691-1	TN.	Quartermaster 2, Vol. 2	91287	BM, QM.
			Ordnance Group		
			Torpedoman's Mate 3	91300	TM.
			Torpedoman's Mate (E) 3	91301	TM.
			Torpedoman's Mate 2	91302	TM.
			Torpedoman's Mate (E) 2	91303	TM.
			Torpedoman's Mate 1	91304	TM.
			Chief Torpedoman's Mate	91306	TM.
			Gunner's Mate 3, Vol. 1	91309	BM, GM.
			Gunner's Mate 2, Vol. 1	91311	GM, RD.
			Gunner's Mate 2, Vol. 2	91312	GM.
			Gunner's Mate 1	91313	GM.
			Chief Gunner's Mate	91314	GM.
			Fire Controlman 3, Vol. 1	91316	FC, FT.
			Fire Controlman 3, Vol. 2	91317	FC, FT.
			Fire Controlman 2, Vol. 1	91318	FC, FT.
			Fire Controlman 2, Vol. 2	91319	FC, FT.
			Fire Controlman 2, Vol. 3	91320	FC, FT.
			Fire Controlman 1, Vol. 1	91321	FC, FT.
			Chief Fire Controlman, Vol. 1	91323	FC, FT.
			Electricity for Fire Controlman and Fire Control Technicians, Vol. 1	91326	ET, FC, FT, IC, MN, TM.
			Electricity for Fire Controlman and Fire Control Technicians, Vol. 2	91327	ET, FC, FT, IC, MN, TM.
			Mineman 3	91334	MN.

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Title of Course	NavPers Number	Applicable to Following Ratings in Particular
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Mineman 2	91335	MN.
Gunner's Mate 3, Vol. 2	91352	GM.
Gunner's Mate 3, Vol. 3	91353	GM.

Electronics Group

Electronics Technician 3	91373	AL, AT, ET, RM, SO, TD.
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Electronics Technician 2, Vol. 1	91374	AT, ET, RM, SO, TD.
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Precision Equipment Group

Instrumentman 3	91382	IM.
Instrumentman 2	91383	IM.
Instrumentman 1	91384	IM.
Chief Instrumentman	91385	IM.
Opticalman 3, Vol. 1	91387	IM, OM.
Opticalman 3, Vol. 2	91388	OM.
Rangefinders	91390	OM.
Lead Computing Sights	91391	OM.
Submarine Periscopes	91392	OM.

Administrative and Clerical Group

Teleman	91400	TE.
Navy Mail	91401-1	TE.
Radioman 3	91402	AC, RM.
Radioman 2	91403	AC, RM.
Radioman 1	91404	RM.
Chief Radioman	91405	RM.
Introduction to Radio Equipment	91406	ET, RM.
Yeoman 3	91413-1	MA, SN, YN.
Yeoman 2	91414-1	MA, SN, YN.
Yeoman 1	91415-1	YN.
Chief Yeoman	91416-1	YN.
Personnel Man 3	91419	PN.
Personnel Man 2	91420	PN.
Personnel Man 1	91421	PN.
Chief Personnel Man	91422	PN.
Storekeeper 3	91430-1	SK.
Storekeeper 2	91431-1	SK.
Storekeeper 1	91432	SK.
Chief Storekeeper	91433	SK.
Disbursing Clerk 3	91435-1	DK.
Disbursing Clerk 2	91436-1	DK.
Disbursing Clerk 1	91437	DK.
Chief Disbursing Clerk	91438	DK.
Commissaryman 3	91440	CS, SH.
Commissaryman 2	91441	CS, SH.
Commissaryman 1	91442	CS.
Chief Commissaryman	91443	CS.
Baker's Handbook	91444	CS.
Ship's Serviceman 3	91446	SH.
Ship's Serviceman 2	91447	SH.
Ship's Serviceman 1	91448	SH.
Chief Ship's Serviceman	91449	SH.
Navy Editor's Manual	91456	JO.
Ship's Serviceman Tailor Handbook	91463	SH.
Ship's Serviceman Cobbler Handbook	91464	SH.
Ship's Serviceman Barber Handbook	91465	SH.
Shore Patrolman	91468	All ratings.

Miscellaneous Group

Lithographer 3	91472	LI, PI.
Lithographer 2	91473	LI, PI.
Lithographer 1	91474	LI, PI.
Chief Lithographer	91475	LI, PI.
Printer 3	91477	LI, PI.
Printer 2	91478	LI, PI.

Title of Course	NavPers Number	Applicable to Following Ratings in Particular
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Engineering and Hull Group

Machinery Repairman 3	91506	MR, OM.
Machinery Repairman 2	91507	MR, OM.
Boilerman 3	91511	BT.
Boilerman 2	91512	BT.
Boilerman 1	91513	BT.
Chief Boilerman	91514	BT.
Engineman 3, Vol. 1	91516	EN.
Engineman 3, Vol. 2	91517	EN.
Engineman 2, Vol. 1	91518	EN.
Engineman 2, Vol. 2	91519	EN.
Electrician's Mate 3	91523	EM.
Electrician's Mate 2	91524	EM, IC.
Electrician's Mate 1	91525	CE, EM, IC.
Chief Electrician's Mate	91526	CE, EM, IC.
Gyro Compasses	91532	IC.
Metalsmith 3	91533	BT, ME, ML, MR.
Metalsmith 2	91534	BT, ME, ML, MR.
Metalsmith 1	91535	ME, ML.
Chief Metalsmith	91536	ME, ML.
Pipe Fitter 3	91538	FP.
Pipe Fitter 2	91539	FP.
Pipe Fitter 1	91540	FP.
Chief Pipe Fitter	91541	FP.
Damage Controlman 3	91543	AB, DC, ME, PM.
Damage Controlman 2	91544	AB, DC, ME, PM.
Damage Controlman 1	91545	DC, PM.
Chief Damage Controlman	91546	DC, PM.
Patternmaker 3	91548	PM.
Patternmaker 2	91549	PM.

Construction Group

Surveyor 3	91563	DM, SV.
Surveyor 2	91564	DM, SV.
Surveyor 1	91565	DM, SV.
Chief Surveyor	91566	DM, SV.
Construction Electrician's Mate 3	91568	CE.
Construction Electrician's Mate 2	91569	CE.
Construction Electrician's Mate 1	91570	CE.
Chief Construction Electricians' Mate	91571	CE.
Driver 3	91573	CD.
Driver 2	91574	CD.
Driver 1	91575	CD.
Chief Driver	91576	CD.
Mechanic 3	91578	CD, CM, UT.
Mechanic 2	91579	CD, CM, UT.
Mechanic 1	91580	CM.
Chief Mechanic	91581	CM.
Builder 3	91583	BU.
Builder 2	91584	BU.
Builder 1	91585	BU.
Chief Builder	91586	BU.
Steelworker 3	91588	BU, SW.
Steelworker 2	91589	BU, SW.
Steelworker 1	91590	SW.
Chief Steelworker	91591	SW.
Utilities Man 3	91593	UT.
Utilities Man 2	91594	UT.
Utilities Man 1	91595	UT.
Chief Utilities Man	91596	UT.

Aviation Group

Aircraft Electrical Systems	91607	AE, AO.
Advanced Work in Aircraft Electricity	91608	AE, AO.

Title of Course	NavPers Number	Applicable to Following Rat- ings in Particular	Title of Course	NavPers Number	Applicable to Following Rat- ings in Particular
Aviation Electrician's Mate, Vol. 1	91610	AE, AM.	Transport Airman	91650	AD.
Aviation Electrician's Mate, Vol. 2	91611	AE.	Aviation Storekeeper, Vol. 1	91651-1	AK.
Aircraft Materials	91616	AD, AM.	Aviation Storekeeper, Vol. 2	91652	AK.
Aircraft Welding	91617	AM.	Aviation Supply	91653	AB, AC, AD, AE, AK, AL, AM, AO, AT, PR, TD.
Airplane Structure	91620	AM.			
Aircraft Structural Maintenance	91621	AM.	Aviation Boatswain's Mate, Vol. 1	91654	AB.
Aircraft Hydraulics	91624	AD, AM, AO.	Aviation Boatswain's Mate, Vol. 2	91655	AB.
Aircraft Instruments	91627	AD, AE.			
Aircraft Engines	91628	AD.	Medical Group		
Aircraft Fuel Systems	91630	AD.	Handbook of the Hospital Corps	91666	DN, DT, HM, HN.
Aircraft Propellers	91631	AD.			
Flight Engineering	91632	AD.	Dental Group		
Aircraft Armament	91634	AO.	Handbook for Dental Prosthetic Technicians 3	91685	DN, DT.
Aircraft Fire Control	91635	AO.	Handbook for Dental Prosthetic Technicians 2	91686	DN, DT.
Aircraft Munitions	91637	AN, AO.	Handbook for Dental Prosthetic Technicians 1 & C	91687	DN, DT.
Aircraft Turrets	91638	AO.			
Parachute Rigger, Vol. 1	91640	PR.	Steward Group		
Parachute Rigger, Vol. 2	91641	PR.	Steward 3	91692-1	SD.
Aircraft Survival Equipment	91642	AD, AN, PR.	Steward 2	91693-1	SD.
Aerology, Vol. 1	91644	AC, AG.	Steward 1	91694	SD.
Aerology, Vol. 2	91645	AC, AG.	Chief Steward	91695	SD.
Photography, Vol. 1	91647	JO, LI, PH.			
Photography, Vol. 2	91648	PH.			

Advanced Courses in Technical And Operational Aspects of Mine Warfare Open to Officers

Mine warfare continues to offer advanced training to qualified officers of the rank of commander and below. There is a need for officers in both the technical and the operational aspects.

BuPers Inst. 3370.2A spells out the details of the advanced course which is held at the U. S. Naval Schools, Mine Warfare, Yorktown, Va., and lasts about 21 weeks. At the end of that period, certain officers are selected for the Advanced Mine Countermeasure Training Program. Others are enrolled in the Mine Warfare Staff Officers Course.

Neither of these courses, however, should be confused with the two year post-graduate mine warfare course at Monterey, Calif. (See below).

• **Staff Officers Course**—Those selected study at the U. S. Naval Mine Countermeasure Station and at the Bureau of Ships. While at BuShips they make field trips to various other units, laboratories and schools. The course lasts nine weeks. The purpose of the Staff course is to train officers for duty as commanding officers of

minecraft, as division or squadron commanders, and as mine warfare staff officers.

• **Mine countermeasure** — This course runs 20 weeks and goes into the detection, destruction, sweeping and rendering inoperative of mines of known or unknown characteristics. In addition, mine countermeasure staff duties are taught, including methods of improvising mine warfare instructions and procedures.

Officers may apply, through channels, to the Chief of Naval Personnel (Pers-B111h) and must hold a "Secret" security clearance. Three classes will convene in 1954, on 18 January, 24 May and 20 September.

Reserve officers may apply but must sign agreements to serve one year on active duty for each six

months of schooling received, if the needs of the service so demand.

It has been pointed out that mine warfare gives an officer the opportunity to obtain a command relatively early in his naval career.

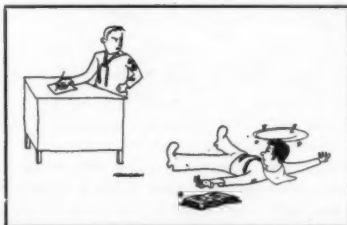
New Mine Warfare Course At Post Graduate School

The first class in the new two-year graduate course in mine warfare has been convened at U. S. Naval Post-graduate School, Monterey, Calif.

Future classes will convene annually in August. Officers eligible for the August 1954 class are Regular Navy officers in the 1100 and 1300 classifications who were originally commissioned June 1946 to June 1950, inclusive.

Interested officers should consult the "Annual Postgraduate Directive" published in March or April of each year for details concerning this training and the qualifications necessary.

The course will include academic training comparable to that leading to a Master of Science degree in a civilian college, and will be followed by six months in mine research and development. Upon conclusion of this field work the student will be assigned to other duty in connection with mine warfare.



"I quote—Throw me Vol. IV!"

—C. W. Keiningham, SK3, USN

New Policy for Doctors Provides For 4-Year Hitches With Right To Resign or Make Navy Career

The Navy has adopted a new policy whereby young physicians and dentists may now enter the Regular Navy for an active duty "hitch" of four years, with the privilege of resigning at the end of this time or continuing in an active duty status and making the Navy a career.

The new policy is designed to make a career in Naval medicine more attractive to young physicians and dentists by giving them a chance to view the Navy first-hand before deciding on a career.

Under the new policy, Medical and Dental Corps officers, USN, who are initially appointed in the grade of lieutenant (junior grade) or lieutenant on or after 7 Aug 1953 may resign after they have served on active duty for four years in the Regular component of their corps.

However, those officers who do not submit resignations at the end of the four-year period will continue as career officers in the Navy and any resignation submitted after their four years of active duty will be considered in accordance with the policy current at that time.

In computing the four years of active duty, any time spent in internship, in residency, or other post-

graduate training, will not be counted.

At the same time it announced the new four-year program, the Navy also invited applications from Medical and Dental Corps lieutenants (junior grade) and lieutenants of the Naval Reserve for appointment to the Regular Navy.

Applicants may be on active or inactive duty and must not have reached their 37th birthday. They must complete four years' active duty, not including any internship, residency, postgraduate training.

Naval Reserve applicants should submit letter requests for consideration to the Chief of Naval Personnel (Pers-B6221), via their commanding officers. The request should be accompanied by a signed statement agreeing to perform four years of service after accepting appointment in the regular service, a special "Report of Fitness" (NavPers 310) and two copies of "Report of Medical Examination" (SF 88), accompanied by a "Report of Medical History" (SF 89). The physical examination must be conducted by two medical officers and, if available, one dental officer.

Upon completion of a tour of sea or foreign shore duty all medical and dental officers are eligible for selection for postgraduate training.

NSLI Five-Year Term Insurance Will Be Automatically Renewed If Your Policy Has Not Lapsed

Some 4,000,000 veterans with NSLI term insurance in force will no longer have to apply to the Veterans Administration for a renewal of their policy for another five-year term.

VA will now automatically renew term insurance for each policy holder if the old policy has not lapsed at the expiration of the term period. This means the policy must be in force at the end of the term period and all due premiums paid.

The new law covers only those term policies that expire on or after 23 July 1953. The new procedure went into effect on this date when the President signed Public Law 148, and it is expected to mean a saving of at least \$600,000 in administrative costs to the VA.

Approximately 270,000 World War II term policies are expected to be renewed automatically under the new law during the fiscal year 1954. Although the law also provides automatic renewal for the more recent post-Korea term policies, none of these is scheduled to expire during fiscal 1954.

When the policy is renewed, each veteran will receive a notice from the VA stating that his policy has been renewed for another five-year term and also stating the amount of his new premium.

The new premium is based on the age of the insured at the time of renewal and will usually mean an increase of only a few cents per month per thousand. Of course, as you get older (say, after age 35) your premiums increase at a greater rate.

If a veteran misses any premium payments, including the first renewal premium, he may reinstate the policy at any time before the end of the new five-year term period under the usual reinstatement procedures, which include a complete physical.

In the past, if the veteran failed to apply for renewal before the term period expired, he would lose all further entitlement to government life insurance even though he had paid the final premium on his old policy.

For example, say Tom Doe, SK2,

WHAT'S IN A NAME

'Boatswain Bird'

Of the many types of birds that follow ships at sea, there is one, found generally in the tropical seas and often far from land, called the "tropic bird" (genus *Phaethon*).

Sailors know it as the "Boatswain Bird," because of its two very long central tail feathers, which resemble the boatswain's "badge of honor"—the marlinespike.

The "Boatswain Bird" is closely related to the gannet and frigate bird, although it bears a likeness to the common tern. Like the frigate bird (genus *Fregata*), the "Boatswain Bird" is noted for its power of flight and rapacious habits, often harassing and chasing smaller birds that have food until they are forced to drop it from sheer exhaustion.

Three principal species make up this tropical bird: the yellow-tail, the red-bill and the red-tail. You've probably seen one or more of them if you ever sailed the



Tropics. Their plumage is white with a few black markings and they have a bright colored bill.

USNR, was called to active duty in April 1951. While on inactive duty, he kept his term NSLI in force by payment of premiums when due. While on active duty, he waived the premiums on his insurance under the provisions prescribed by the Servicemen's Indemnity and Insurance Acts of 1951.

The waiver was to continue throughout his active service and for 120 days thereafter. At the expiration of that 120 days, he must again resume premium payments. However, if the term of his policy had expired during that 120 days, his policy would have been lapsed when he started to resume his premium payments at the end of the 120 days, and he would have lost all rights in participating plans of NSLI.

Since the passage of Public Law 148, his policy would have been automatically renewed in the above instance and premium payments could have been resumed at the increased rate (in accordance with age) at the conclusion of the 120-day period.

Recruiting Duty Billets Open, SKs and DKs Are Needed

Do you want recruiting duty? BuPers is asking for requests for this type duty from eligible personnel in order to build up the present waiting lists for replacement of recruiting personnel during 1954.

BuPers particularly wants requests from qualified men in the following rates: SKC, SK1, DKC, and DK1.

Requests for assignment to recruiting duty are desired from men eligible for shore duty and who meet the qualifications outlined in Article C-5208, *BuPers Manual*.

Requests should be submitted to the Chief of Naval Personnel (Attn: Pers-B61), via the commanding officer and in accordance with BuPers Inst. 1306.20A.

Prior to transfer, personnel ordered to recruiting duty will be required to execute an agreement to extend or reenlist if they do not have obligated service equivalent to the normal tour of shore duty.

Personnel should also include on their requests three choices of duty, indicating the city and state.

Chi Chi Jima Is Their Duty Station

Probably one of the least known spots for overseas Navy duty is the little place called Chi Chi Jima. One of the Bonins, Chi Chi Jima is about 500 miles south of Japan and has a land area of only nine and one-half square miles.

The U. S. Naval Facility, Chi Chi Jima, was established less than two years ago with an allowance of three officers and ten EMs. All the married men have their families with them—and together with a missionary and his wife there is an American community of about two dozen people. Roughly 150 Bonin Islanders make up the rest of the population of the tiny island.

Chi Chi Jima has had its ups and downs. Back in 1830 a Massachusetts man—a whaler by occupation—took an expedition from Honolulu to settle in the Bonins. With him went other Americans, two Englishmen, a Dane, a Portuguese, and seventeen Hawaiians. Shipwrecked mariners and adventurers slowly helped build up the population. English was the language commonly used by the many-nationed inhabitants.

Then, in 1875, the Japanese took possession of the islands. After World War I they began to build

economically and militarily, setting up a naval station complete with piers and repair yards, roads, tunnels and an air strip. The population went over 6000, but was evacuated except for troops during World War II. Today, the population is again small—fewer than 200 all told.

The islanders have Guam, 850 miles to the south as their nearest source of supply. Sometimes they obtain goods from mail order houses back in the States.

Life for those on Chi Chi Jima is sometimes hazardous. In 1952, Typhoon "Rose" slammed into the little island for two days. There was heavy damage to homes, roads and gardens, but no lives were lost.

Navy men assist and guide the islanders, and often take part in their festivals. Here's part of a menu for a feast: *Langustas* (something like lobster, and delicious), wild goat meat, and island-grown fruits and vegetables.

Chi Chi Jima, as part of the Bonin-Volcano Islands is under the Military Governor, CinCPac. Chi Chi Jima claims to be the furthest north and west of all Pacific islands that fly the American flag.—R. A. Kenney, JO1, USN.

Senior Courses at Naval War College Are Reorganized

Changes in the senior courses at the Naval War College, Newport, R. I., will provide naval officers with a better understanding of international political factors.

The revised curricula will take into account the complexity and advancement in modern warfare and the increased responsibility of military personnel in Joint and Allied commands.

These changes will be incorpo-

rated in a new two-year course, "Naval Warfare." Previously two one-year courses, "Strategy and Tactics" and "Strategy and Logistics," had covered the instruction which will now be included in the single course.

The course will be arranged so that officers may be ordered to take either part of the course on a one-year arrangement or both parts on a two-year arrangement, depending on rank and experience and the needs of the service.

The institution of the two-year course will become effective this June. The expanded studies at the War College will then include greater emphasis on such subjects as "Military Decisions," "Theory of Strategy," "International Affairs," "National Economics and Mobilization," "Principles of Logistics," "International Law," and "Strategy Planning."

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 9

1. (c) Apprentice petty officer. Also popularly called "recruit petty officer."
2. (b) 1890.
3. (a) Assistant Secretary of the Navy.
4. (c) Secretary of the Navy.
5. (c) Holystoning the deck.
6. (a) Wooden decks.

List of Latest Films Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U. S. Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in October.

Films distributed under the Fleet Motion Picture Plan are leased from

U.S. Navyman Serves With Danish Navy

Navyman have been called upon to perform lots of unusual jobs, but here is one that is unique. This U. S. Navyman served with the Danish Navy. He is Lieutenant E. A. Guilbault, Medical Service Corps, USN.

When the Danish hospital ship *Jutlandia* arrived in the Far East on its third tour of duty, its commodore asked for a U. S. Navy officer to assist him. Someone was needed who combined the skill of an interpreter and a knowledge of supply, transportation, records, administration, public relations—plus a few years of medical work!

Lieutenant Guilbault could meet these requirements—plus a few others such as deep-sea diving.

Officially, his job was to coordinate administrative and supply matters for the Danish vessel while it was in the Far East. His main duties involved procuring supplies from U. S. Naval Supply Centers and keeping records on the ship's patients.

In addition, Guilbault was frequently called upon to arrange air transportation between Denmark and the Far East for Danish personnel. Since this involved getting permission to fly through many nations, his job sometimes required a large helping of diplomatic know-how.

As one Danish doctor described Guilbault, "He did more than operate a liaison unit. He was what you might call a one-man sea-going American embassy."

the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Arrowhead 1274 (T): Western; Charlton Heston, Jack Palance, Katy Jurado.

The City Is Dark 1275: Crime Melodrama; Sterling Hayden, Gene Nelson.

The White Witch Doctor 1276 (T): Romantic Adventure; Susan Hayward, Robert Mitchum, Walter Slezak.

The Actress 1277: Comedy Drama; Spencer Tracy, Jean Simmons, Teresa Wright.

Beast From 20,000 Fathoms 1278: Horror Melodrama; Paul Christian, Paula Raymond.

It Came From Outer Space 1279: Fiction Melodrama; Richard Carlson, Barbara Rush.

Clipped Wings 1280: Comedy; Leo Gorcey, Huntz Hall.

The Cruel Sea 1281: War Drama; Jack Hawkins, Donald Sinden, Virginia McKenna.

Return to Paradise 1282 (T): Adventure Drama; Gary Cooper, Barry Jones, Roberta Haynes.

All I Desire 1283: Drama; Barbara Stanwyck, Richard Carlson, Maureen O'Sullivan.

Sweethearts On Parade 1284: Musical; Ray Middleton, Lucille Norman.

The Caddy 1285: Comedy; Dean Martin, Jerry Lewis.

Main Street To Broadway 1286: Romantic Melodrama; Tallulah Bankhead, Herb Shriner, Ethel Barrymore, Mary Martin and cast of Broadway Stars.

Vice Squad 1287: Crime Melodrama; Paulette Goddard, Edward G. Robinson.

Ride Vaquero 1288 (T): Western; Robert Taylor, Ava Gardner, Howard Keel.

Gun Belt 1289 (T): Western Melodrama; George Montgomery, Tab Hunter.

Stand At Apache River 1290 (T): Western Melodrama; Stephen McNally, Julia Adams.

Arena (1291) (T) (3D); Rodeo



"Bearing 141 degrees, 32 minutes, 15 seconds south. Elevation, 5 point zero-one—Nawl Chow line hasn't moved."

Melodrama; Gig Young, Jean Hagen, Barbara Lawrence.

Sea of Lost Ships (1292); Melodrama: John Derek, Wanda Hendrix, Walter Brennan.

Half a Hero (1293); Comedy: Red Skelton, Jean Hagen.

Hannah Lee (1294); Western Drama: MacDonald Carey, Joanne Dru.

The All American (1295); Football Drama: Tony Curtis, Lori Nelson.

99 River Street (1296); Crime Drama: John Payne, Evelyn Keyes.

Roman Holiday (1297); Comedy Drama: Gregory Peck, Audrey Hepburn.

Mexican Manhunt (1298); Melodrama: George Brent, Hillary Brooke.

So This Is Love (1299) (T); Biography of Grace Moore: Kathryn Grayson, Merv Griffin, Rosemary DeCamp.

Blowing Wild (1300); Romantic Melodrama: Gary Cooper, Barbara Stanwyck, Ruth Roman, Anthony Quinn.

The Golden Blade (1301) (T); Adventure Melodrama: Rock Hudson, Piper Laurie.

The Great Jesse James Raid (1302); Western: Willard Parker, Barbara Payton.

East of Sumatra (1303) (T); Adventure: Jeff Chandler, Marilyn Maxwell.

Combat Squad (1304); War Drama: John Ireland, Lon McCallister.

Little Boy Lost (1305); Drama: Bing Crosby, Claude Dauphin, Christian Fourcade.

Veils of Bagdad (1306) (T); Drama: Victor Mature, Mari Blanchard.

Fort Algiers (1307); Adventure Melodrama: Yvonne De Carlo, Carlos Thompson.

Mission Over Korea (1308); War Melodrama: John Hodiak, John Derek, Audrey Totter, Maureen O'Sullivan.

Champ For A Day (1309); Fight Melodrama: Alex Nicol, Audrey Totter.

Latin Lovers (1310) (T); Musical: Lana Turner, Ricardo Montalban, John Lund, Jean Hagen.

Man In The Dark (1311); Crime Melodrama: Edmond O'Brien, Audrey Totter.

Back to God's Country (1312) (T); Melodrama: Rock Hudson, Marcia Henderson, Steve Cochran.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 55—Concerns the deadline for mailing Christmas parcels to armed forces personnel overseas.

No. 56—Cancels Alnav 29 relating to purchase of lumber, office equipment and other supplies by naval commands.

No. 57—Concerned charges to be made for guests of naval personnel for general mess meals at Thanksgiving or Christmas time.

No. 58—States that should any member of the naval service refuse to testify on the grounds of possible self-incrimination before a committee of Congress which is investigating charges of alleged disloyalty or security violation, such member shall immediately be relieved of all duties, a prompt report shall be made of all the circumstances to SecNav and the member shall not be restored

to duty except upon the express direction of SecNav.

No. 59—Promulgates a basic change in the Navy's system of classifying material, eliminating the category "Restricted" and leaving the three categories of "Top Secret," "Secret" and "Confidential."

BuPers Instructions

No. 1211.2—Announces the publication of a *Dictionary of Occupational Titles* (NavPers 18347) for officer qualification codes.

No. 1552.2B—Gives instructions regarding issuing the Atomic, Biological and Chemical Warfare pocket reference card (NavPers 10699).

No. 1700.1A—Emphasizes that the handbook *Personal Affairs of Naval Personnel* (NavPers 15014) is primarily for use by division officers and company commanders in counseling their men and should be maintained as a ready reference.

No. 1920.6—Prescribes procedures governing resignations and discharges for certain medical and dental officers of the Naval Reserve.

BuPers Notices

No. 1120 (5 Nov 1953)—Lists 45 officers of the Line and Staff Corps ranking from Lieutenant through commander who have been selected for transfer to the Regular Navy under the Augmentation Program for 1953.

No. 1741 (5 Nov 1953)—Requests commands to forward information which will help insurance companies work out a standard form for their needs.

No. 1301 (19 Nov 1953)—Makes a change in BuPers Instruction 1301.6 (Change One) which relates to the administrative procedure to be followed for Navy officers serving with the Army or Air Force.

No. 1910 (20 Nov 1953)—Concerned separation procedure to be followed over the Christmas-New Year's holiday period.

No. 1412 (30 Nov 1953)—Promulgates the results of promotion boards convened to select officers of the Staff Corps for temporary promotion to the grade of lieutenant commander.

No. 1418 (8 Dec 1953)—Announces changes in BuPers Instruction 1418.7 to provide for distribution of certain information on results of exams for pay grade E-7 and makes other administrative changes.

HERE'S YOUR NAVY

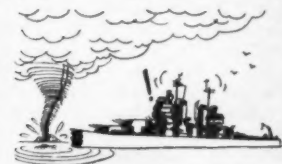
Typhoons are the Asiatic big brothers of the Atlantic's hurricanes. Fortunately, only in a few places in the world are found the factors that produce these berserk whirling winds... in the Caribbean area, the western Pacific and the Indian Ocean, between Africa and Australia.

Australians sometimes call them



"Willy-Willies"; in the Bay of Bengal, they are "Cyclones." The word typhoon is believed to have come either from the Chinese "Tai fung," meaning "Great Wind," or the Arabic "Tufan," a "Tempest." The Japanese have called it "Kamikaze," the "Divine Wind."

Mountainous seas and rearing tides accompany typhoons. Typhoons can bring almost unbelievable rainfall. In



the Philippines, a typhoon once dumped 88 inches of water on the summer capital, Baguio, in four days. In December 1944, a typhoon east of the Philippines capsized three American destroyers. Another typhoon tore the bow from a heavy cruiser.

How does a typhoon get its start? At some point in its breeding place (near the Equator) muggy air begins



to rise, expands, cools and drops its moisture as rain. Barometers drop; the lower pressure brings cooler winds rushing in from all directions. The earth rotation deflects this in-rushing air and sets up a great swirl. This doughnut of air whirls faster and faster and is pushed along by differences in barometric pressure along its path—and you have a typhoon.

DECORATIONS & CITATIONS



"For extraordinary heroism in action against the enemy..."

★ MASON, Donald E., HN, USN, serving with a Marine Infantry Company on the night of 12 Oct 1952. When the platoon was pinned down by heavy enemy machine-gun and automatic-weapon fire forward of the main line of resistance, Mason unhesitatingly moved about the devastated area to administer first aid and to lend words of encouragement to the many wounded Marines. Although painfully wounded himself and temporarily blinded by the searing flash burns of an enemy concussion grenade which exploded directly in front of him, he continued to render medical treatment to other casualties. Informed that a comrade was seriously wounded and was unable to be moved, he requested to be taken by the hand and led to the side of the stricken man where he succeeded in applying a difficult splint by sense of touch.



"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility..."

★ STOUT, Herald F., CAPT, USN, Commander Mine Squadron Three and Commander Blockading and Escort Minesweeping Group (Task Force 95.6) from 18 Feb 1952 to 12 Feb 1953. In directing the minesweeping operations of his group, Captain Stout utilized the forces at his disposal with maximum effectiveness in sweeping approach channels for amphibious landings and naval gun strikes, island defense areas and harbors of ports under siege by naval units while providing effective patrols to safeguard swept areas. He was eminently successful in maintaining and disseminating mine intelligence, in rendering search and rescue assistance for downed aviators, in conducting salvage operations and in furthering the training and operation of the Republic of Korea naval minesweeping force. Captain Stout skillfully directed his units in capturing prisoners, in destroying or

damaging enemy sampans and in interdicting trains along the east coast railroad carrying vital supplies to hostile forces opposing the U. S. Eighth Army.



"For conspicuous gallantry and intrepidity in action..."

★ BOUDREAUX, Robert O., HM3, USN, serving with a Marine Infantry Company on 26 Dec 1952.
★ CONNOR, Joseph H., HM3, USN, serving with a Marine Infantry Company on 25 Feb 1953.
★ ESTRADA, Armand E., HM3, USN, (posthumously), serving with a Marine Infantry Company on 10 Apr 1953.
★ LONG, Kenneth J., HN, USN, serving with a Marine Infantry Company on 7 Aug 1952.
★ PONSOR, Rex E., HM3, USN, serving with a Marine Engineer Company on 13 Mar 1953.
★ ROBERTS, Michael F., HN, USN, attached to a Marine Infantry Battalion on 12 and 13 Aug 1952.
★ ROYER, Larry E., HN, USN, serving with a Marine Infantry Company on 5 Jul 1952.

Gold star in lieu of second award:

★ ROYER, Larry E., HN, USN, serving with a Marine Infantry Company on 6 Sep 1952.



"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States..."

★ BACH, Lawrence E., CAPT MC, USN, attached to a Marine Division from 19 Jun 1951 to 24 Apr 1953. Combat "V" authorized.
★ BROWN, Gaylord B., CDR, USN, Commander, Carrier Air Group Seven from 18 Jun to 24 Dec 1952.
★ DANIELS, James G., III CDR, USN, Commander Air Task Group Two from 31 Jul 1952 to 10 Jan 1953. Combat "V" authorized.
★ DOUDNA, Calvin T., CDR, MC, USN, serving with the First Marine Aircraft Wing from 25 Jul 1952 to 8 May 1953. Combat "V" authorized.

★ FOWLER, William M., CAPT, DC, USN, serving with a Marine Division from 26 May 1952 to 12 Mar 1953. Combat "V" authorized.

★ WILLS, Harry C., LCDR, CEC, USN, CO of a Naval Construction Battalion Maintenance Unit from 16 Oct 1952 to 15 Jul 1953. Combat "V" authorized.

Gold star in lieu of second award:

★ LOVETT, Benjamin B. C., CAPT, USN, CO of USS Essex (CVA 9) from 17 Oct 1952 to 17 Jan 1953. Combat "V" authorized.

★ WATSON, Paul W., CAPT, USN, CO of USS Bon Homme Richard (CVA 31) from 23 Jun to 18 Dec 1952. Combat "V" authorized.



"For heroism or extraordinary achievement in aerial flight..."

★ ADAMS, John C., LT, USNR, serving in Fighter Squadron 884 on 22 Jun 1951.

★ ANDERSON, Courtney M., ENS, USNR, serving in Fighter Squadron 23 on 8 Oct 1952.

★ BARNETT, Marvin E., CDR, USN, serving in Fighter Squadron 172 on 28 Oct 1951.

★ CHAPMAN, Clyde W., LT, USNR, serving in Composite Squadron Three on 14 Oct 1952.

★ CHESSMAN, Samuel R., LTJG, USN, serving in Fighter Squadron 53 on 4 Sep 1951.

★ DAVENPORT, Thomas T., LT, USN, serving in Attack Squadron 55 on 17 Oct 1952.

★ DOSS, Robert F., LTJG, USN, serving in Fighter Squadron 172 on 9 Oct 1951.

★ ERICKSON, Clarence M., LTJG, USNR, serving in Fighter Squadron 53 on 18 Oct 1951.

★ FARNSWORTH, Robert S., LT, USNR, serving in Attack Squadron 702 on 13 Jul 1951.

★ FISHER, Clayton E., LCDR, USN, serving in Fighter Squadron 53 on 20 Oct 1951.

★ FOX, Alwyn L., Jr., LTJG, USNR, serving in Fighter Squadron 53 on 4 Sep 1951.

★ JERNIGAN, William A., Jr., LCDR, USN, CO of Fighter Squadron 24 on 23 Jun 1952.

★ HAGGE, Donald H., LTJG, USN,

(missing in action) serving in Attack Squadron 145 on 8 Feb 1953.

★ HENDERSON, Stanley W., ENS, USN, serving in Fighter Squadron 64 on 22 Apr 1952.

★ HOWARD, Donald H., LTJG, USNR, serving in Fighter Squadron 23 on 20 Dec 1952.

★ HUDSON, James A., LTJG, USN, (posthumously), serving in Attack Squadron 923 on 22 Dec 1952.

★ KANEVSKY, Joseph N., LTJG, USN, serving in Fighter Squadron 23 on 17 Oct 1952.

★ McDANIEL, Robert A., AD3, USN, serving in Helicopter Squadron One on 13 Jun 1952.

★ McEACHERN, Harold O., LTJG, USNR, serving in Helicopter Squadron One on 5 Aug 1952.

★ THOMPSON, Max E., LTJG, USN, serving in Composite Squadron Three on night of 26 Feb 1951.

★ TOMPKINS, Herbert A., LT, USNR, serving in Carrier Air Group 101 from 10 to 14 Apr 1951.

★ VAUGHT, Thomas B., LTJG, USN, serving in Fighter Squadron 53 on 21 Nov 1951.

★ WALKER, Merle R., ENS, USN, serving in Fighter Squadron 53 on 29 Oct 1951.

★ WARNER, Robert E., LT, USNR, serving in Fighter Squadron 884 on 18 May 1951.

★ WARREN, George V., LT, USN, serving in Fighter Squadron 172 on 11 Jan 1952.

★ WEDDLE, Fred, AO2, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 12 Feb 1951.

★ WENZELL, Richard M., LT, USN, serving in Fighter Squadron 51 on 18 Oct 1951.

★ WILSON, George N., LT, USNR, serving in Fighter Squadron 653 on 13 May 1952.

Gold star in lieu of second award:

★ SWISHER, Forrest D., ENS, USNR (posthumously), serving in Fighter Squadron 191 on 24 Jun 1952.

★ WALDMAN, Albert C., Jr., LCDR, USN, serving in Carrier Air Group 102 on 11 Jul 1951.

★ WENNER, Robert L., AO1, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.

★ WHITE, Edward A., LT, USNR, serving in Fighter Squadron 783 on 14 Oct 1951.

★ WRIGHT, Albert G., III, LT, USN, serving in Fighter Squadron 112 on 26 May 1952.

Gold star in lieu of third award:

★ FOX, Charles W., LT, USNR, serving in Attack Squadron 923 on 23 Jul 1951.

Gold star in lieu of fourth award:

★ BEEBE, Marshall U., CDR, USN, Commander Carrier Air Group Five on 21 and 28 Oct 1951.

★ TOPLIFF, John W., LT, USN, serving in Attack Squadron 702 on 2 Jul 1951.

NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

★ EMERSON, John A., ENS, USNR, serving on board *uss Renshaw* (DDE 499) on night of 26 Dec 1952.

★ ST. LAWRENCE, William R., LTJG, USN, serving on board *uss Renshaw* (DDE 499) on night of 26 Dec 1952.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ AIKINS, Charles C., LCDR, USN, CO of Fighter Squadron 23 from 18 Jul to 27 Dec 1952. Combat "V" authorized.

★ ALABURDA, Gerald T., RM3, USN, attached to *uss Douglas H. Fox* (DD 779) from 26 Feb to 24 Jun 1952. Combat "V" authorized.

★ ALLISON, Donald F., HN, USN, serving with a Marine Infantry Company on 3 Jul 1952. Combat "V" authorized.

★ BARNARD, Louie W., LCDR, USN, CO of *uss Endicott* (DMS 35) from 1 Oct to 11 Dec 1951. Combat "V" authorized.

★ BOUSQUET, Albert N., HM3, USN, serving with a Marine Infantry Company on 28 May 1952. Combat "V" authorized.

★ BROWN, Chester B., HM3, USN, attached to a Marine Liaison Group from 12 July to 3 Nov 1952. Combat "V" authorized.

★ BYRNES, John P., LTJG, ChC, USN, attached to a Marine Infantry Regiment from 6 Nov 1952 to 1 Apr 1953. Combat "V" authorized.

★ CARTER, Maynard C., LT, USN, serving in Carrier Air Group Seven from 23 June to 18 Dec 1952. Combat "V" authorized.

★ CHICK, Lewis W., CDR, USN, CO of Attack Squadron 55 from 18 Jul 1952 to 10 Jan 1953. Combat "V" authorized.

★ CLARK, Jack G., HN, USN, serving with a Marine Infantry Company on 14-15 Jan 1953. Combat "V" authorized.

★ CONGER, Henry J., CDR, USN, CO of *uss Laffey* (DD 724) from 27 Feb to 24 Jun 1952. Combat "V" authorized.

★ COOMBS, Robert E., Jr., CAPT, USN, serving in *uss Princeton* (CVA 37) from 5 Dec 1950 to 26 Mar 1951. Combat "V" authorized.

★ COOPER, Damon W., CDR, USN, CO of Fighter Squadron 821 from 18 Jul 1952 to 10 Jan 1953. Combat "V" authorized.

★ DAUGHERTY, William M., HM3, USN, serving with a Marine Infantry Company on 31 Jan 1953. Combat "V" authorized.

★ DAVIS, Clifton B., HM3, USN, serving with a Marine Reconnaissance Company on 27 Feb 1953. Combat "V" authorized.

★ DENTON, William, Jr., CDR, USN, Commander Carrier Air Group 19 from 30 April to 18 Sep 1952. Combat "V" authorized.

★ DIBBLE, James B., LT, MC, USNR, serving with a Marine Medical Battalion from 9 June to 31 Dec 1952. Combat "V" authorized.

★ DICK, Clifton W., HN, USN, serving with a Marine Infantry Company on 22 Feb 1953. Combat "V" authorized.

★ DONNIGAN, Joseph T., BM2, USN, attached to *uss Current* (ARS 22) and serving as a member of a salvage party from 31 Aug to 5 Sep 1952. Combat "V" authorized.

★ DOWNING, Arthur L., CDR, USN, Commander Carrier Air Group Two from 29 March to 31 Aug 1952. Combat "V" authorized.

★ DRAGICEVICH, Joseph HN, USN, attached to a Marine Infantry Company on 3 Feb 1953. Combat "V" authorized.

★ ECKERT, Kenneth E., BM2, USN, attached to *uss Horace A. Bass* (APD 124), from 21 April to 3 May 1952. Combat "V" authorized.

★ ENTLER, Daniel M., Jr., CDR, USN, serving in *uss Princeton* (CVA 37) during the ship's reactivation and training period beginning 28 Aug 1950, and for the period 5 Dec 1950 to 10 Aug 1951. Combat "V" authorized.

★ EVANS, Halbert K., CDR, USN (posthumously), CO of Attack Squadron 75 from 23 Jun to 5 Dec 1952. Combat "V" authorized.

★ FANJUL, Joseph, HM3, USN, serving with a Marine Infantry Company on 3 Jul 1952. Combat "V" authorized.

★ FARRELL, William J., LTJG, MC, USNR, attached to a Marine Infantry Battalion on 7 Aug 1952. Combat "V" authorized.

★ FEIEREISEN, Kenneth, HN, USN, serving with a Marine Infantry Company on 31 Aug 1952. Combat "V" authorized.

★ FITCH, Lyndon B., Jr., LTJG, MC, USNR, serving with the First Marine Aircraft Wing from 15 Aug 1952 to 16 Mar 1953. Combat "V" authorized.

★ FOLK, Frank A., LT, MC, USNR, attached to First Marine Division from 2 Dec 1952 to 1 Apr 1953. Combat "V" authorized.

★ FLAHERTY, Donald M., DC2, USN, serving in *uss Halsey Powell* (DD 686) on 6 Feb 1952. Combat "V" authorized.

★ FLAHERTY, Donald M., DC2, USN, serving in *uss Halsey Powell* (DD 686) on 6 Feb 1952. Combat "V" authorized.

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BOOKS: NEW YEAR BRINGS MANY VOLUMES OF INTEREST TO THE NAVYMAN

YARNS of heroism, adventure, humor and personal history are among the many new books selected for Navy men by the BuPers library staff. Here are reviews of some of the latest books which are headed for ship and station library shelves:

• **U. S. Destroyer Operations in World War II**, — by Theodore Roscoe; U. S. Naval Institute.

Here is a companion volume to the king-size book, *U. S. Submarine Operations in World War II*.

Following the same format as the earlier book, Roscoe's new volume covers the period "from the pre-Pearl Harbor undeclared war against Hitler's U-boats to the final Japanese surrender in Tokyo Bay." Written in highly dramatic style, it is the story of the "small boys," the "tin cans"—destroyers and destroyer escorts—

and the men who served in them.

Some 40 chapters are used to fill the seven general categories into which the book is divided. Each is full of drama, action.

More than 400 photos, drawings, diagrams and battle charts round out the presentation. Rear Admiral Thomas L. Wattles, USN, (Ret.), performed the technical research. Illustrations, maps and charts were drawn by Lieutenant Commander Fred Freeman, USNR.

All in all, this is an impressive book—one that Navy men should not overlook.

★ ★ ★

• **Triumph and Tragedy**, — by Winston S. Churchill; Houghton Mifflin Company.

Here is the sixth and final volume of Churchill's monumental document on World War II.

It deals with the final year of the war and touches on such topics as President Roosevelt's death, victory in Europe, the atomic bomb, victory over Japan, the conference at Yalta and Potsdam and Churchill's retirement (temporary though it turned out to be) as Britain's prime minister.

Many more paragraphs than are available here are required to "review" Sir Winston's book. As a contribution to historical documentation, it is invaluable. As strictly reading matter, it is intensely interesting from the opening chapter on "D-Day" right through the appendices.

Americans will be interested especially in Churchill's discussion of the Potsdam and Yalta talks. Navy men will enjoy his statement that the atomic bomb did not settle the fate of Japan—rather her defeat "was brought about by overwhelming maritime power."

This is an important book, well worth reading.

★ ★ ★

• **The Red Doe**, by Drayton Mayrant; Appleton-Century-Crofts, Inc.

In vogue with the number of novels dealing with America's war for independence is *The Red Doe*.

Principal characters are people from the hill or back country of South Carolina. The Revolutionary War is not yet their war—"Don't

trouble trouble unless trouble troubles you" seems to be the by-word. As the British draw nearer, as relatives and friends are drawn into the war, the mood changes.

And so young Lexington Mournie and his two friends, Jeems Gaylord and Edisto Hawkins, join forces with General Marion. Marion, a shrewd military leader, spends his time harassing the British. He has insufficient troops and almost nonexistent arms and equipment. But he leads surprise attacks, coming away with British or Tory prisoners to exchange for Americans and—what's much more important—supplies and ammunition.

There's plenty of action in this novel, and humor and pathos, too.

★ ★ ★

• **Tigrero!**, by Sasha Siemel; Prentice-Hall.

After spending more than 30 years as a hunter in the wilds of South America—but not with high-powered rifles, battalions of porters and the other accoutrements usually associated with the pith-helmeted clan—Siemel, a Latvian by birth, has written an account of his exploits.

With a zest for adventure, Siemel sets out to become one of the legendary *tigeros*—the name given to the lone hunters of the South American *tigre* or jaguar. *Tigeros* don't use rifles, however; they prefer to trap their quarry in high grass or a tree and attack with a spear!

Siemel learns this dying "art" from one of the noted exponents of this form of hunting, an old and kindly Indian. The culmination of his training and many encounters with the *tigre* is Siemel's slaying of Assassino, a clever, marauding *tigre*.

This volume does not restrict itself to the stalking and killing of *tigres*, however, for Siemel is an adventurer of many inclinations. With his brother, Ernst, he travels from town to town, repairing ranchers' guns and seeking excitement wherever it may be found. Once Siemel defeats a traveling "strong man"; another time he conquers a Turkish wrestler. Early in his adventures he incurs the enmity of a man named Favelle who is killed, finally, by the savage, man-eating fish, the *piranha*.

You can easily see that danger piles upon danger and excitement of one sort or another will be found on almost every page, of this piece of non-fiction which underscores the maxim, "Truth is stranger than fiction."

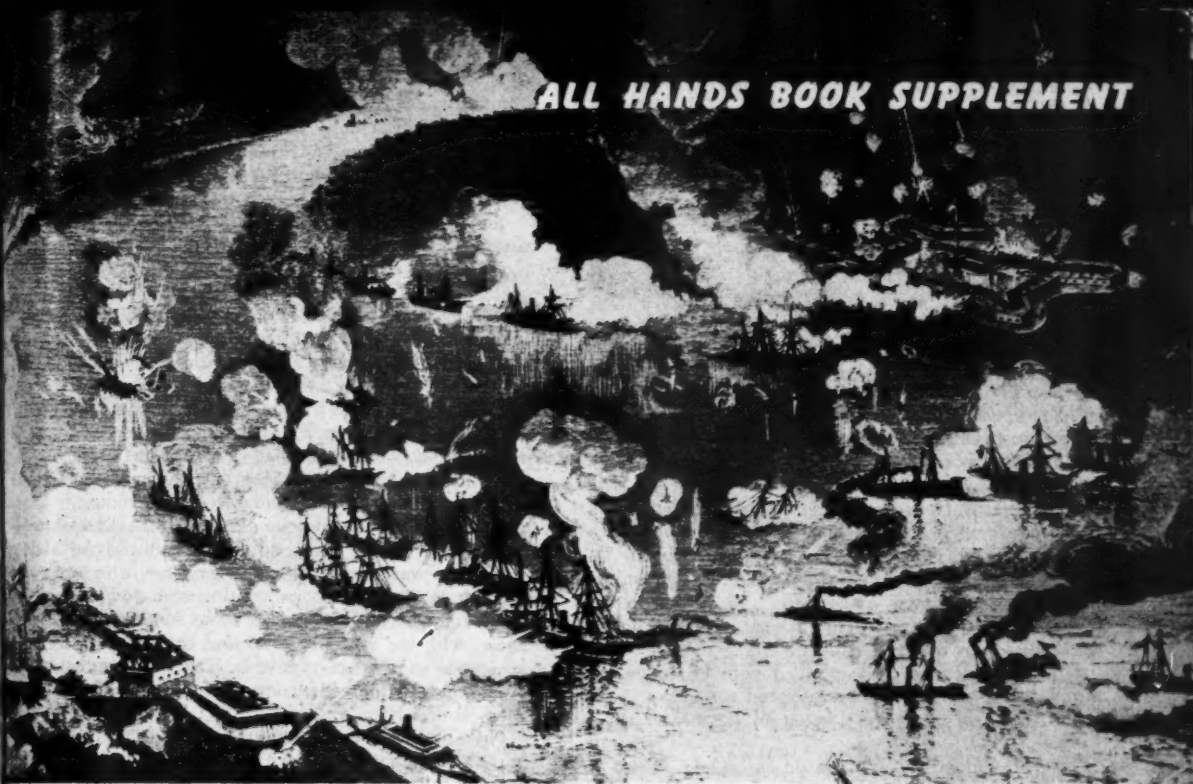
SONGS OF THE SEA



The Dreadnaught

There's a saucy wild packet and a packet of fame,
She belongs to New York, and the Dreadnaught's her name;
She is bound to the west'ard where the stormy winds blow,
Bound away in the Dreadnaught to the west'ard we'll go.
Here's a health to the Dreadnaught, and to all her brave crew,
Here's a health to her Captain and officers, too.
Talk about your flash packets, Swallow Tail and Black Ball,
But the Dreadnaught's the clipper to beat one and all.

—Old Sea Chantey.



Mississippi Crossfire

Attack on New Orleans—1862

How Farragut's force of warships, protective chain hanging down their flanks and guns blazing orange in the dark, plowed past the two powerful Confederate watchdog forts to capture the prize of New Orleans. An eyewitness account told by CDR David Porter, USN.

In the Civil War struggle for domination of the Mississippi River, the city of New Orleans was an important objective for the Union forces.

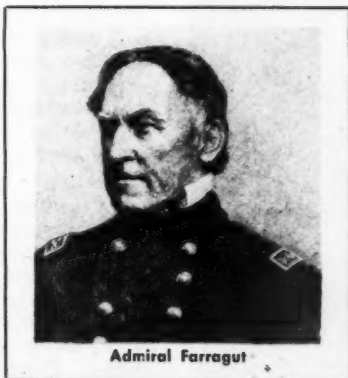
A Federal naval force on the upper river had already taken a number of Confederate strongpoints, clearing the great waterway as far south as Memphis (ALL HANDS Book Supplement, "Paddlewheel Navy," November 1953). If Flag Officer David G. Farragut, USN, the Federal commander before New Orleans, could capture that important city, Union forces could then exert pressure from both ends and squeeze the Confederates between them.

But many thought the Southern stronghold unbeatable. Eight miles above the shoal water at the mouth of the river stood two Confederate forts, Fort Jackson on the right bank, Fort St. Philip on the left. In addition, the Southerners had ready a small naval force of 15 gunboats and the threat of "fire rafts." Nevertheless

Farragut considered his chances, thought them good and pushed ahead with the operation.

The Flag Officer himself arrived at the mouth of the river in February 1862 but not until this month, April, had all ships been eased over the shoal banks to the mouth and been readied for the forthcoming battle.

Here is a readable account of the preparations for the attack and the exciting battle itself, as told by a well-known eyewitness, Commander (later Admiral) David D. Porter, USN. Porter was a subordinate commander, in charge of the mortar boat squadron. From his position on the flank during the attack, he had an excellent chance to watch the struggle.



Admiral Farragut

THE first act of Farragut was to send Captain Henry H. Bell, his chief-of-staff, up the river with the steamers *Kennebec* and *Wissabickon*, to ascertain, if possible, what preparations had been made by the enemy to

Mississippi Crossfire

prevent the passage of the forts. This officer reported that "the obstructions seemed formidable." Eight hulks were moored in line across the river, with heavy chains extending from one to the other. Rafts of logs were also used, and the passage between the forts were thus entirely closed.

The Confederates had lost no time in strengthening their defenses. They had been working night and day ever since the expedition was planned by the Federal Government. Forts Jackson and St. Philip were two strong defenses on each side of the river, the former on the west bank and the latter on the east.

Fort Jackson was built in the shape of a star, of stone and mortar, with heavy bombproofs. It sat back one hundred yards from the levee, with its casemates just rising above it. I am told that the masonry had settled somewhat since it was first built, but it was still in a good state of preservation. Its armament consisted of forty-three heavy guns in barbette, and twenty in casemates; also two pieces of light artillery and three mortars; also seven guns in water battery.

The fort was also well supplied with provisions and munitions of war, which were stowed away in a heavily built citadel of masonry situated in the center of the works.

Fort St. Philip was situated on the other side of the river, about half a mile above Fort Jackson, and, in my opinion, was the more formidable of the two works. It covered a large extent of ground, and although it was open, without casemates, its walls were strongly built of brick and stone, covered with sod. The guns were all mounted in barbette, and could be brought to bear on any vessel going up or down the river. There were in all 53 pieces of ordnance.

Each of the forts held a garrison of about seven



FARRAGUT'S mortar-schooners fire away at Fort Jackson.

hundred men, some of whom were from the Northern States, besides many foreigners (Germans or Irish). The Northern men had applied for duty in the forts to avoid suspicion, and in the hope that they would not be called upon to fight against the Federal Government.

The best passage up the river was near the west bank close under the guns of Fort Jackson, where the current was not very rapid and few eddies existed. Across this channel the Confederates had placed a raft of logs, extending from the shore to the commencement of a line of hulks which reached to the other side of the river. These hulks were anchored and connected to each other by chains. The raft was so arranged that it could be hauled out of the way of passing vessels, and closed when danger threatened. Although this plan of blocking the river was better than the first one tried by the Confederates, viz., to float a heavy chain across the rafts, it was not very formidable or ingenious.

In addition to the defenses at the forts, the Confederates worked with great diligence to improvise a fleet of men-of-war, using for this purpose a number of heavy tugs, that had been employed in towing vessels up and down the river, and some merchant steamers. These, with the ram *Manassas* and the iron-clad *Louisiana*, made in all twelve vessels. The whole naval force was nominally under the control of Commander John K. Mitchell, C.S.N.

The Confederate fleet mounted, all told, thirty-nine guns, all but two of them being thirty-two-pounders, and one-fourth of them rifled.

It is thus seen that our wooden vessels, which passed the forts carrying 177 guns, had arrayed against them 128 guns in strongly built works, and 39 guns on board of partly armored vessels.

In addition to the above-mentioned defenses, Commodore Mitchell had at his command a number of fire rafts (long flat-boats filled with pine-knots, etc.), which were expected to do good service, either by throwing the Union fleet into confusion or by furnishing light to the gunners in the forts. On comparing the Confederate defenses with the attacking force of the Union fleet, it will be seen that the odds were strongly in favor of the former. It is generally conceded by military men that one gun in a fort is about equal to five on board of a wooden ship, especially when, as in this case, the forces afloat are obliged to contend against a three-and-a-half-knot current in a channel obstructed by chains and fire rafts.

Our enemies were well aware of their strength, and although they hardly expected us to make so hazardous an attack, they waited impatiently for Farragut to "come on," resting in the assurance that he would meet with a disastrous defeat.

Having finished the preliminary work on the 16th of April, Farragut moved up with his fleet to within three miles of the forts, and informed me that I could commence bombardment as soon as I was ready.

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On the morning of the 18th of April the bombardment fairly commenced, each mortar-vessel having orders to fire once in ten minutes.

The moment that the mortars belched forth their shells, both Jackson and St. Philip replied with great fury; but it was some time before they could obtain our range, as we were well concealed behind our natural rampart. Their fire was rapid, and, finding that it was

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becoming rather hot, I sent Lieutenant-commanding Guest [one of the mortar boat commanders] up to the head of the line to open fire on the forts with his eleven-inch pivot. This position he maintained for one hour and fifty minutes, and only abandoned it to fill up with ammunition. In the meantime the mortars on the left bank (Queen's division) were doing splendid work, though suffering considerably from the enemy's fire.

I went on board the vessels of this division to see how they were getting on, and found them so cut up that I considered it necessary to remove them, with Farragut's permission, to the opposite shore, under cover of the trees, near the other vessels, which had suffered but little. They held their positions, however, until sundown, when the enemy ceased firing.

At five o'clock in the evening Fort Jackson was seen to be on fire, and, as the flames spread rapidly, the Confederates soon left their guns. There were many conjectures among the officers of the fleet as to what was burning. Some thought that it was a fire-raft, and I was inclined to that opinion myself until I had pulled up the river in a boat and, by the aid of a night-glass, convinced myself that the fort itself was in flames. This fact I at once reported to Farragut.

At nightfall the crews of the mortar-vessels were completely exhausted; but when it became known that every shell was falling inside of the fort, they redoubled their exertions and increased the rapidity of their fire to a shell every five minutes, or in all two hundred and forty shells an hour. During the night, in order to allow the men to rest, we slackened our fire, and only sent a shell once every half hour.

Next morning the bombardment was renewed and continued night and day.

We kept up a heavy fire night and day for nearly five days—about 2800 shells every twenty-four hours; in all about 16,800 shells. The men were nearly worn out for want of sleep and rest. The ammunition was giving out, one of the schooners was sunk, and although the rest had received little actual damage from the enemy's shot, they were badly shaken up by the concussion of the mortars.

On the 23d I represented the state of affairs to the Flag-Officer, and he concluded to move past the works, which I felt sure he could do with but little loss to his squadron.

While Farragut was making his preparations, the enemy left no means untried to drive the mortar-boats from their position. A couple of heavy rifled guns in Fort St. Philip kept up a continual fire on the head of the mortar column, and the Confederates used their mortars at intervals, but only succeeded in sinking one mortar-schooner and damaging a few others. A body of riflemen was once sent out against us from the forts, but it was met by a heavy fire and soon repulsed.

Two o'clock on the morning of the 24th was fixed upon as the time for the fleet to start, and Flag-Officer Farragut had previously given the necessary orders to commanders of vessels, instructing them to prepare their ships for action by sending down their light spars, painting their hulls mud-color, etc.; also to hang their chain-cables over the sides abreast the engines as a protection against the enemy's shot.

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The commanders of vessels were instructed to follow in line in the following order of attack:

First Division—Captain Bailey; *Cayuga*, six guns;



CONFEDERATE ship, *Governor Moore*, fires on *Varuna*.

Pensacola, 24 guns; *Mississippi*, 12 guns; *Oneida*, nine guns; *Varuna*, 10 guns; *Katabdin*, four guns; *Kineo*, four guns; and *Wissabickon*, four guns.

Center Division—Flag Officer Farragut; *Hartford*, 25 guns; *Brooklyn*, 24 guns; and *Richmond*, 26 guns.

Third Division—Captain Bell; *Sciota*, four guns; *Iroquois*, nine guns; *Kennebec*, four guns; *Pinola*, four guns; *Itasca*, four guns; and *Winona*, four guns.

At two o'clock on the morning of April 24th all of the Union vessels began to heave up their anchors. It was a still, clear night, and the click of the capstans, with the grating of the chain-cables as they passed through the hawse-holes, made a great noise, which we feared would serve as a warning to our enemies. This conjecture proved to be correct, for the Confederates were on the alert in both forts and steamers, and were prepared, as far as circumstances would admit, to meet the invaders. One fact only was in our favor, and that was the division of their forces under three different heads, which prevented unanimity of action. In every other respect the odds were against us.

The entire fleet did not get fully under way until half-past two A.M. The current was strong, and although the ships proceeded as rapidly as their steam-power would permit, our leading vessel, the *Cayuga*, did not get under fire until a quarter of three o'clock, when both Jackson and St. Philip opened on her at the

UNION corvette, *Iroquois*, drives off two rebel ships.





CAYUGA is seen breaking through Confederate fleet.

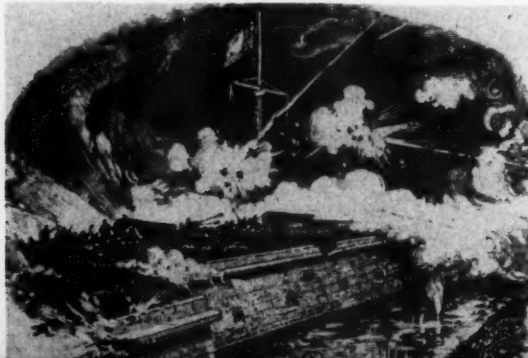
same moment. Five steamers of the mortar flotilla took their position below the water battery of Fort Jackson, at a distance of less than two hundred yards, and, pouring in grape, canister, and shrapnel, kept down the fire of that battery. The mortars opened at the same moment with great fury, and the action commenced in earnest.

Captain Bailey, in the *Cayuga*, followed by the other vessels of his division in compact order, passed the line of obstructions without difficulty. He had no sooner attained this point, however, than he was obliged to face the guns of Fort St. Philip, which did him some damage before he was able to fire a shot in return. He kept steadily on, however, and, as soon as his guns could be brought to bear, poured in grape and canister with good effect and passed safely above.

He was here met by the enemy's gun-boats, and, although he was beset by several large steamers at the same time, he succeeded in driving them off. The *Oneida* and *Varuna* came to the support of their leader, and by the rapid fire of their heavy guns soon dispersed the enemy's flotilla. This was more congenial work for our men and officers than that through which they had just passed, and it was soon evident that the coolness and discipline of our Navy gave it a great advantage over the fleet of the enemy. Bailey dashed on up the river, followed by his division, firing into everything they met; and soon after the head of the Flag-Officer's division had passed the forts, most of the river craft were disabled, and the battle was virtually won.

In the meantime the *Varuna* (Commander Boggs), being a swift vessel, passed ahead of the other ships in the division, and pushed on up the river after the fleeing enemy, until he found himself right in the midst of them. The Confederates, supposing in the dark that the *Varuna* was one of their own vessels, did not attack her until Commander Boggs made himself known by delivering his fire right and left. One shot exploded the boiler of a large steamer, and she drifted ashore; three other vessels were driven ashore in flames.

FORT ST. PHILIP was soon silenced by Union gunfire.



At daylight the *Varuna* was attacked by the *Governor Moore*, a powerful steamer, fitted as a ram. This vessel raked the *Varuna* with her bow-gun along the port gangway, killing five or six men; and while the Union vessel was gallantly returning this fire, her side was pierced below the water-line by the iron prow of the ram *Stonewall Jackson*. The Confederate backed off and struck again in the same place; the *Varuna* at the same moment punished her severely with grape and canister from her eight-inch guns, and finally drove her out of action in a disabled condition and in flames.

But the career of the *Varuna* was ended; she began to fill rapidly, and her gallant commander was obliged to run her into shoal water, where she soon went to the bottom. Captain Lee, of the *Oneida*, seeing that his companion needed assistance, went to his relief, and rescued the officers and men of the *Varuna*. The two Confederate rams were set on fire by their crews and abandoned. Great gallantry was displayed on both sides during the conflict of these smaller steamers, which really bore the brunt of the battle, and the Union commanders showed great skill in managing their vessels.

Bailey's division may be said to have swept everything before it. The *Pensacola*, with her heavy batteries, drove the men from the guns at Fort St. Philip, and made it easier for the ships astern to get by. Fort St. Philip had not been at all damaged by the mortars, as it was virtually beyond their reach, and it was from the guns of that work that our ships received the greatest injury.

As most of the vessels of Bailey's division swept past the turn above the forts, Farragut came upon the scene with the *Hartford* and *Brooklyn*. This other ship of Farragut's division, the *Richmond*, Commander John Alden, got out of the line and passed up on the west side of the river, near where I was engaged with the mortar-steamers in silencing the water batteries of Fort Jackson. At this moment the Confederates in Fort Jackson had nearly all been driven from their guns by bombs from the mortar-boats and the grape and canister from the steamers. I hailed Alden, and told him to pass close to the fort and in the eddy, and he would receive little damage. He followed this advice, and passed by very comfortably.

By this time the river had been illuminated by two fire-rafts, and everything could be seen as by the light of day. I could see every ship and gun-boat as she passed up as plainly as possible, and noted all their positions.

It would be a difficult undertaking at any time to keep a long line of vessels in compact order when ascending a crooked channel against a three-and-a-half-knot current, and our commanders found it to be especially so under the present trying circumstances. One of them, the *Iroquois*, got out of line and passed up ahead of her consorts; but De Camp made good use of his opportunity by engaging and driving off a ram and the gun-boat *McRae*, which attacked him as soon as he had passed Fort Jackson. The *McRae* was disabled and her commander mortally wounded. The *Iroquois* was much cut up by Fort St. Philip and the gun-boats, but did not receive a single shot from Fort Jackson, although passing within fifty yards of it.

While the events above mentioned were taking place, Farragut had engaged Fort St. Philip at close quarters with his heavy ships, and driven the men away from their guns. He was passing on up the river, when his flagship was threatened by a new and formidable adversary.

ALL HANDS

A fire-raft in full blaze was seen coming down the river, guided towards the *Hartford* by a tug-boat, the *Mosher*. It seemed impossible to avoid this danger, and as the helm was put to port in the attempt to do so, the flag-ship ran upon a shoal. While in this position the fire-raft was pushed against her, and in a minute she was enveloped in flames half-way up to her tops, and was in a condition of great peril.

The fire department was at once called away, and while the *Hartford's* batteries kept up the fight with Fort St. Philip, the flames were extinguished and the vessel back off the shoal into deep water—a result due to the coolness of her commander and the good discipline of the officers and men.

While the *Hartford* was in this perilous position, and her entire destruction threatened, Farragut showed all the qualities of a great commander. He walked up and down the poop as coolly as though on dress-parade, while Commander Wainwright directed the firemen in putting out the flames. At times the fire would rush through the ports and almost drive the men from the guns.

"Don't flinch from that fire, boys," sang out Farragut, "there's a hotter fire than that for those who don't do their duty!"

While passing the forts the *Hartford* was struck thirty-two times in hull and rigging, and had three men killed and ten wounded.

The *Brooklyn* followed as close after the flag-ship as the blinding smoke from guns and fire-rafts would admit, and the garrison of the fort was again driven to cover by the fire of her heavy battery. She passed on with severe punishment, and was immediately attacked by the most powerful vessel in the Confederate fleet—excepting the *Louisiana*—the ram *Manassas*. The first blow that the *Manassas* struck the *Brooklyn* did but little apparent injury; and the ram backed off and struck her again in the same place; but the chain armor on the *Brooklyn's* side received the blow, and her adversary slid off in the dark to seek other prey. (It must be remembered that these scenes were being enacted on a dark night, and in an atmosphere filled with dense smoke, through which our commanders had to grope their way, guided only by the flashes of the guns in the forts and the fitful light of burning vessels and rafts). The *Brooklyn* was next attacked by a large steamer, which received her broadside at the distance of twenty yards, and drifted out of action in flames. Notwithstanding the heavy fire which the *Brooklyn* had gone through, she was only struck seventeen times in the hull. She lost nine men killed and twenty-six wounded.

When our large ships had passed the forts, the affair was virtually over. Had they all been near the head of the column, the enemy would have been crushed at once, and the flag-ship would have passed up almost unhurt. As it was, the *Hartford* was more exposed and imperiled than any of her consorts, and that at a time when, if anything had happened to the commander-in-chief, the fleet would have been thrown into confusion.

The forts had been so thoroughly silenced by the ships' guns and mortars that when Captain Bell came along in the little *Sciota*, at the head of the third division, he passed by nearly unharmed. All the other vessels succeeded in getting by, except the *Itasca*, the *Winona*, and the *Kennebec*. The first two vessels, having kept in line, were caught at daylight below the forts without support, and, as the current was swift and they were slow steamers, they became mere targets for the Con-

federates, who now turned all that was left of their fighting power upon them.

Seeing their helpless condition, I signaled them to retire, which they did after being seriously cut up.

While these events were taking place, the mortar-steamers had driven the men from the water batteries and had kept up a steady fire on the walls of Fort Jackson. Although at first sight my position in front of these batteries, which mounted seven of the heaviest guns in the Confederate works (one ten-inch and one nine-inch columbiad, two six-inch rifles and three thirty-two-pounders), seemed a very perilous one, it was not at all so. I ran the steamers close alongside of the levee just below the water batteries, and thus protected their hulls below the firing-decks I got in my first broadside just as the middle of Bailey's column was opened upon by Fort Jackson.

The enemy responded quickly, but our fire was so rapid and accurate that in ten minutes the water battery was deserted.

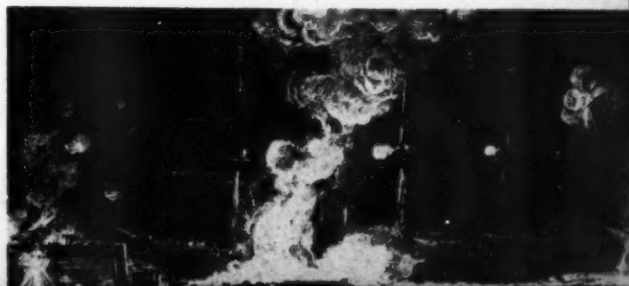
While engaged on this duty I had an excellent opportunity of witnessing the movements of Farragut's fleet, and, by the aid of powerful night-glasses, I could almost distinguish persons on the vessels. The whole scene looked like a beautiful panorama. From almost perfect silence—the steamers moving slowly through the water like phantom ships—one incessant roar of heavy cannon commenced, the Confederate forts and gun-boats opening together on the head of our line as it came within range.

The Union vessels returned the fire as they came up, and soon the hundred and seventy guns of our fleet joined in the thunder, which seemed to shake the very earth. A lurid glare was thrown over the scene by the burning rafts, and, as the bombshells crossed each other and exploded in the air, it seemed as if a battle were taking place in the heavens as well as on earth.

It all ended as suddenly as it had commenced. In one hour and ten minutes after the vessels of the fleet had weighed anchor, the affair was virtually over, and Farragut was pushing on towards New Orleans, where he was soon to crush the last hope of Rebellion in that quarter by opening the way for the advance of the Union army.

In this running battle, Farragut and his armada had shot their way past the "impregnable" forts and had made the downfall of the city inevitable. New Orleans was occupied and the Stars and Stripes flew atop the city hall. Within several days, both Fort Jackson and Fort St. Philip had surrendered. By catching the Confederates off balance and by striking before the Southerners realized the seriousness of the situation, Farragut's forces had gained an important victory for the Union.

FLAGSHIP *Hartford* is rammed by Confederate fire-raft.



TAFFRAIL TALK

Every once in a while ALL HANDS hears of some interesting records made aboard ships. But more often, ALL HANDS doesn't get the word—and the word doesn't get in print. For example, what ship had the longest period of time at sea without mooring or anchoring? What mine sweeper swept and destroyed the most mines in Korea? What squadron had the most flights in the Korean conflict? In short, we are on the lookout for unofficial, but verified records, as well as official records.

Who has served on the most ships in the Navy, or who has had the most continuous sea duty?



Is there any man who has been around both Cape Horn and Cape of Good Hope, through Panama and Suez Canals, and above and below each circle, the Arctic and Antarctic? That would take some doing, but there may be several who have.

A lot of Navymen keep a log of the ports they have visited. What's the record for trips around the world?

If your ship or shipmate has established a record, let's hear about it. Authentic, interesting records will be published.

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Several changes have taken place on the ALL HANDS staff.

The latest addition to our writers is Robert Ohl, a first class journalist in several senses of the term.

Bob, an Air Corps sergeant during World War II, flew waist gunner in a B-17 Flying Fortress in missions over Italy, Germany, Yugoslavia and Austria. After the war he went back to college to pick up some additional training in journalism before entering the Journalist ranks of the Navy.

He has had tours of duty as editor of the station paper "The Tester" at the Naval Air Test at Patuxent, Md., with the mine force staff at MinLant in Charleston, S. C., and most recently at the NATO command headquarters for Southern Europe, CincCSouth, in Naples, and the U. S. Eastern Atlantic and Mediterranean command, CinCNelm, in London.

In other staff changes, Joyce Livingston, YNSN, USN(w), has left the office and the service, but will keep up with the Navy as the wife of Ralph Hellenschmidt, PH3, USN, assigned to the Navy Photo Lab, Anacostia, D. C. You may remember Joyce from the cover of the 1952 Christmas issue.

Two newcomers are moving into the Research section to do editorial clerical work. They are Johnnie May Jones and Tom Chan, YNSN, USN, who joined the Navy just this year after graduation from Northwestern University.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because inactivity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Sailor stands steaming watch at engineroom throttle in Number two engineroom on board USS Northampton (CLC 1).

ALL HANDS

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CONTROL PANEL



UP-TO-DATE METHODS keep your records up-to-date

**DO YOUR PART BY REPORTING ALL
CHANGES TO YOUR SHIP'S OFFICE**

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